

Proposed Budget Fiscal Year 2015

July 1, 2014 – June 30, 2015



Los Angeles County Metropolitan Transportation Authority
Office of Management and Budget
One Gateway Plaza
Los Angeles, CA 90012

April 30, 2014

Budget Message from the CEO

This is an exciting time to be a part of Metro as we continue the delivery of projects promised to the voters when they passed Measure R in 2008.

Metro is moving forward with the construction of five major rail lines. Work on the Gold Line Extension to Azusa and the Expo Line Phase II Extension to Santa Monica have both surpassed the halfway mark and continue on schedule for a 2016 completion along with construction of two major rail maintenance facilities to support the new extensions. The Crenshaw Line is under construction and plans for a 2019 opening which includes the Southwestern Yard. The Light Rail Regional Connector joining the Blue and Gold Lines for which Congress awarded a \$670 million full funding grant agreement, is set to break ground this Fall. The Metro Purple Line Extension has cleared major legal hurdles and is expected to receive a Federal full funding grant agreement by mid-May.



Growth of our system will result in station locations within 3 miles (or less) of 7.8 million LA County residents. The First/Last Mile Strategic Plan focuses on providing improved walking and biking facilities to put our network closer to our customer's doorstep making public transportation the preferred choice for more of our citizens.

More of the next-generation buses will be put into service to enhance our compressed natural gas (CNG) fleet. Commute times will be trimmed by as much as 25% on one of the most congested transit corridors in the county upon completion of the Wilshire Boulevard Bus Rapid Transit (BRT) lane. More frequent service will be added on the Silver Line. We are also working to identify as many as five other transit corridors appropriate for BRTs. Our new downtown bus maintenance facility promises to be as modern and innovative as any facility of its kind.

While growing our system, Metro continues its commitment to keeping the existing system working in top form by allocating \$283 million to maintain our bus and rail systems in a state of good repair. This includes rail car refurbishments, power system replacements, bus engine replacements, 550 replacement buses for our fleet and the first two dozen new light rail vehicles are expected by mid-year.

Long Beach, Santa Monica and several other cities will be joining our TAP System. Innovations are planned for a mobile phone application that allows users to manage their TAP accounts, register cards, add payment options, and purchase a variety of fare products. It will also enable links to rail/bus schedules, real-time bus arrivals, service alerts, and trip planning. A future fare collection system study will also be undertaken to explore new fare technologies that ensure compatibility, seamless travel, and connectivity with other regional transit agencies.

The safety and security of our passengers and employees remains a priority. Latching the gates on the Metro Rail System will be completed and a contract with a local policing service will result in the monitoring of all rail platforms to ensure that the only station occupants are legitimate fare paying transit patrons.

Scores of freeway, highway and street projects designed to improve car and truck movement throughout LA County continue to move forward. The I-405 project through the Sepulveda Pass including three major bridges and on/off ramps is scheduled for completion this summer, adding an HOV lane and more capacity for the 300,000 vehicles that use the freeway daily. Other highway projects in progress include the I-5 widening from Orange County to the I-605, the SR-710 South Corridor, the North SR-710 Gap Closure and a variety of State Route improvements.

Lastly, to preserve our quality of service and maintain fiscal responsibility, I've asked the Board to approve a fare restructuring plan to be implemented in three stages over the course of six years. It is designed to offset a projected operating budget deficit starting in FY17 and bring Metro's fares more in line with other major transportation providers while increasing our fare recovery ratio from 26% of the cost of operating the bus and rail systems to 33%. The restructuring will appropriately reflect the integration of our bus service with our expanding rail service.

Promises of transit and highway projects to improve transportation in LA County that were made with the Measure R Ordinance are well on their way. We hope you share our excitement about our progress to date and what lies ahead in our future.

Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

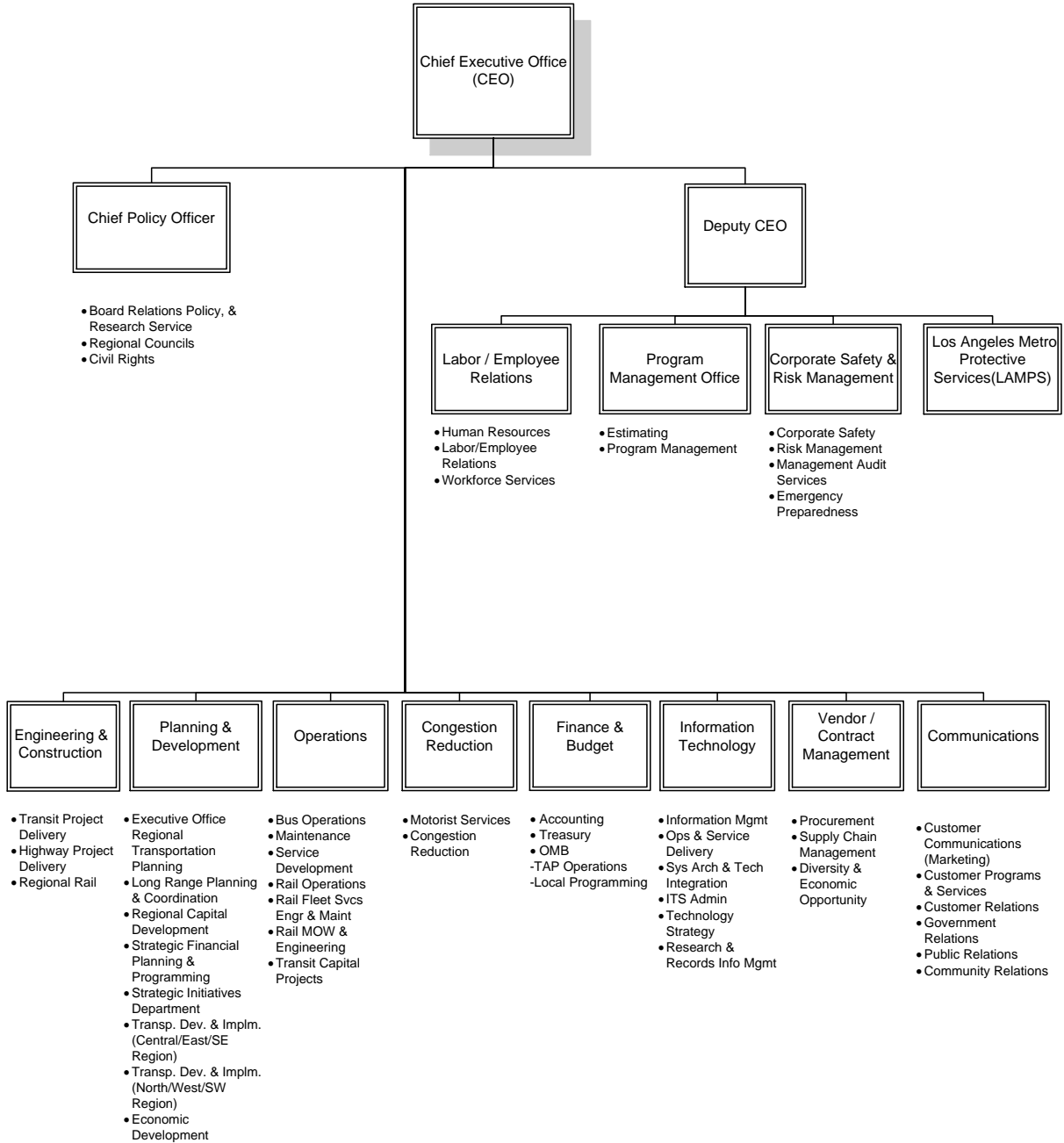
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Introduction

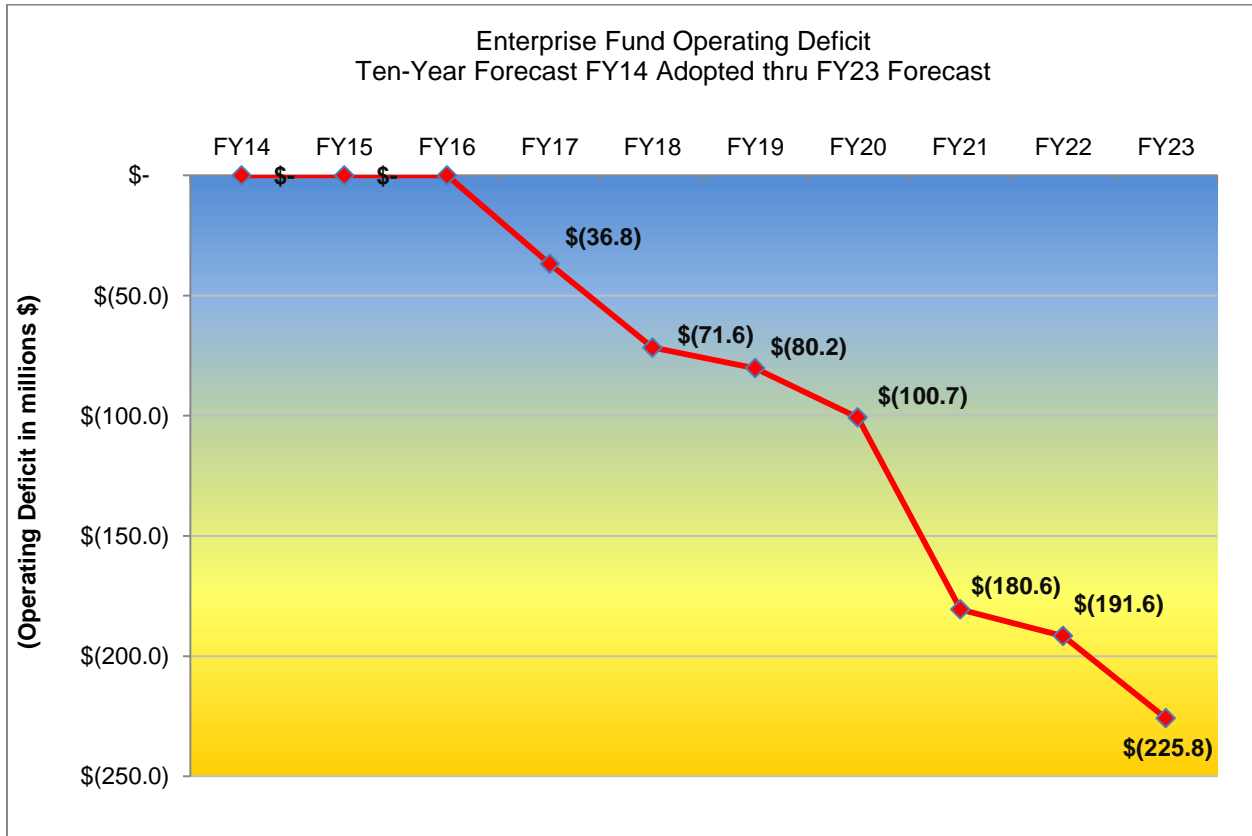
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Los Angeles County Metropolitan Transportation Authority
FY15 Proposed Budget



Budget Highlights

Metro forecasts a balanced budget through Fiscal Year 2016 (FY16), as shown in the graph below. However, moving forward, we face an operating deficit by FY17 unless we adjust our fares and restructure bus services to complement the new service lines: Exposition Transit Corridor (Expo Line) to Santa Monica, Wilshire Bus Rapid Transit (BRT), Foothill Extension, Crenshaw/LAX Transit Corridor, San Fernando Valley North/South Transit Corridor, Regional Connector, operation of the Expo Line to La Cienega / Culver City and the Orange Line Extension. While voter approved Measure R for Los Angeles County allows us to build these new projects, operating costs continue to grow as the transit network expands.



Even as Metro expands service and enhances service quality, we continue to spend responsibly, streamlining existing processes, reducing duplicative services and re-evaluating discretionary programs whenever possible. This budget includes many programs and projects to improve transportation throughout Los Angeles County.

Improved Bus and Rail Service

Improved services include peak frequency increases on the Silver Line to reduce overcrowding, as well as continued implementation of headway improvements and extended late night service on all rail lines.

We will also initiate a Comprehensive Operations Analysis (COA) study to plan and integrate service and infrastructure that support Los Angeles County's changing transportation footprint for new rail lines and service restructuring.

Budget Highlights (continued)

Deferred Maintenance Capital Program

Metro is investing \$283.4 million in preventative maintenance to keep our assets in a state of good repair. Continuing projects for vehicle overhauls, vehicle mid-life services, and replacement vehicle procurements for rail cars and buses are at the forefront of the program to mitigate the deferred maintenance backlog. Over one hundred projects are underway in FY15, including the purchase of 550 new buses, light rail vehicle fleet replacement, rail station refurbishments, and improvements to signal and power systems. Almost \$49 million is being invested in our older rail lines, with \$24.2 million on the Blue Line and \$22 million on the Red/Purple Lines.

Operating Capital by Mode (\$ in thousands)	Deferred Maintenance
Blue Line	\$ 24,248
Green Line	317
Red/Purple Line	22,046
Gold Line	2,379
Rail Mode Subtotal	\$ 48,990
Bus Subtotal	\$ 192,789
Systemwide/Infrastructure	\$ 41,643
Deferred Maintenance Total	\$ 283,422

The table to the right details the allocation to each of the modes. Metro's Board established a policy requiring that our assets be maintained in accordance with manufacturer recommended standards and that the Board be notified of any instances of scheduled maintenance that were deferred.

Safety & Security Capital Program

The continued safety of our passengers is critical and in FY15, \$48.7 million is allocated to our Safety & Security capital projects. Systemwide camera and video enhancements will improve security. Over \$7.3 million is allocated for the Blue Line to address safety improvements. These projects include pedestrian swing gates, signal system rehabilitations and continued traction power substation rehabilitations. Green Line continues with its signal system rehabilitation while Red Line improves its pedestrian safety with an underpass and overpass bridge planned in the Universal City and North Hollywood locations.

Operating Capital by Mode (\$ in thousands)	Safety & Security
Blue Line	\$ 7,385
Green Line	2,842
Red/Purple Line	25,125
Gold Line *	-
Rail Mode Subtotal	\$ 35,352
Bus Subtotal	\$ -
Systemwide Subtotal	\$ 13,366
Safety & Security Capital Total	\$ 48,718

In FY15, Transit Security will progress on the installation of security kiosks in various rail stations. Additionally Metro is upgrading our Payment Card Industry (PCI) compliance standards to enhance the protection of our patrons using our Transit Access Pass (TAP) systems.

We continue to progress on the Division Inspection Program initiated in FY14 to improve division performance. These inspections will enhance the stability of the transit system by focusing on safety, vehicle servicing and maintenance, vehicle condition and management at the divisions.

* Safety and Security projects that impact the Gold Line are included in the systemwide improvements, which include video security system enhancements and emergency operations booths at all divisions.

Budget Highlights (continued)

Transit and Highway Delivery

Metro continues construction of the largest public works program in America funded with voter approved Measure R along with other funding partners. These projects and other projects in the works will improve mobility and increase vehicle capacity which will allow for smoother traffic flow, system connectivity and seamless travel for our customers. Below is the list of major projects underway in FY15.

Transit Projects	Highway Projects
<ul style="list-style-type: none">• Alternatives Analysis, Environmental Impact and/or Refinement Studies:<ul style="list-style-type: none">➤ West Santa Ana Branch➤ San Fernando East North/South➤ Eastside Extension Phase II➤ Airport Metro Connector➤ South Bay Metro Green Line Extension➤ Sepulveda Pass Corridor• Crenshaw / LAX Light Rail Project Design / Build contract commence design efforts• Ground breaking on Regional Connector in early FY15• Westside Purple Line Extension Section 1 plans to award the Design / Build contract• Expo II and Foothill Phase 2A projects are well past the respective progress midpoints• Improve the accessibility and safety of the Eastside Light Rail System	<ul style="list-style-type: none">• Construction is underway:<ul style="list-style-type: none">➤ I-5 Carmenita Road Interchange➤ I-5 South from I-605 to Orange County➤ SR-60 HOV from I-605 to Brea Canyon Road➤ I-405 Enhancements• Environmental, Planning and Engineering Studies:<ul style="list-style-type: none">➤ I-605 Hot Spots➤ SR-710 North➤ SR-710 South and Early Action Projects➤ High Desert Corridor• Continuation of Countywide Soundwall Projects• Freeway Beautification Pilot Project continues in FY15 designed to address the maintenance and appearance of the freeway environment, focusing on graffiti abatement, debris removal and landscape maintenance

ExpressLanes and Service Authority for Freeway Emergencies (SAFE)

The Metro ExpressLanes project, as part of Metro's Congestion Reduction Program, continues to successfully improve freeway traffic flow by providing enhanced travel options on the I-10 and I-110 Freeways in Los Angeles. Future expansion of ExpressLanes throughout LA County will be studied during FY15 and the Net Toll Reinvestment Grant Program will reinvest tolls earned during the demonstration period with program partners.

Operation of the Kenneth Hahn Countywide Call Box system continues along with the development of the Motorist Aid and Travel Information System (MATIS).

Transit Access Pass (TAP) Fare Collection

In late 2014, Long Beach became the newest operator to join our Transit Access Pass (TAP) system, and in FY15, Santa Monica and several other cities will follow suit. Innovations are planned for a mobile phone application that allows users to manage their TAP accounts, register cards, add payment options, and purchase a variety of fare products. It will also enable links to rail/bus schedules, real-time bus arrivals, service alerts, and trip planning. Looking toward future fare technology, studies and evaluations of fare collection systems will also be initiated to ensure that these technologies are compatible and allow seamless travel and connectivity with other regional transit agencies.

Budget Highlights (continued)

Regional Rail Capital Program

Metro has taken the lead in studies and future construction of major rail projects to sustain and augment our commuter rail system. Continued contribution for both operating and capital funding to the Southern California Regional Rail Authority (SCRRA) partnership is planned. FY15 capital projects include funding for the Bob Hope Airport/Hollywood Way station, Van Nuys Second Platform, Vincent Grade/Acton and Lancaster Stations, Doran Street Crossing design, Raymer to Bernson Double Track, and Southern California Regional Inter-connectivity Program (SCRIP) which will increase Union Station commuter rail capacity.

Succession Planning/Next Generation of Leadership

As we plan for the future of the Metro organization, a succession plan is critical to identify key positions, as well as attributes necessary for successful staff placement in these positions. Succession planning is continually being refined as needs are established and prioritized. Examples of specific training programs in place to develop and cultivate our workforce are as follows:

- Entry Level Trainee Program (ELTP) which has resulted in the placement of over 25% of the participants in permanent full-time positions.
- Veteran Hiring Program which reaches out to veterans at job fairs and web sites to attract military veterans seeking employment at Metro.
- Joint Apprenticeship Committee (JAC) program, which runs in partnership with our unions, provides training for our represented staff to improve their skills in order to qualify and move to higher level positions within the organization.
- Division Inspection Program which allows up and coming staff to visit our operating divisions to assess the overall condition and management practices in place, discuss issues with division management, and de-brief leadership on their findings and experiences.
- Partnerships with LA Trade Tech, community colleges and training centers to develop our workforce.
- Detailed training manuals and training opportunities are available to all levels of Operations management to address Maintenance and Transportation management issues.

Other Highlights

Metro and Caltrans continue work and evaluation of the Accelerated Regional Transportation Improvements (ARTI) project. We are coordinating with pilot cities to develop a Regional Bike Share Implementation Program as well as prioritizing new technology initiatives to improve the customer experience and to pursue technology innovations in transportation. Lastly, Metro continues to work on the Countywide Sustainability Plan and numerous other projects, studies and initiatives to enhance transit planning, support system integration, continue efficient operations and maintain our assets in a state of good repair.

FY15 Budget Assumptions

Resource Assumptions:

- Per the FY15 budget parameters presented to the board in January 2014, sales tax revenues are expected to grow over the FY14 budget based on UCLA's Anderson Forecast.
- Measure R funds will be budgeted and expended in accordance with the Measure R Ordinance, project delivery schedules and cash flow needs.
- Fare revenues will increase 0.7% from the FY14 budget based upon the projected Bus and Rail ridership growth. Given a consistent fare revenue per boarding amount of \$0.70, this will result in a farebox recovery ratio of 25.8%, which is slightly lower than the FY14 level of 26.0%.
- Measure R 20% Bus Operating (\$144.6 million): Region-wide Bus will use all available Measure R 20% Bus Operating funds.
- New STA revenues in FY15 (\$104.0 million) will be used for region-wide bus and rail operations. This is 9.4% lower than the FY14 budget (\$115.0 million) based on State Controller's estimates.

Service Assumptions:

- The FY15 budget assumes added peak bus service to reduce overcrowding on the Harbor Transitway portion of the Silver Line. As a result of the added Silver Line service, total bus Revenue Service Hours will increase by 13,018 or 0.2%. We will enhance the customer trip experience by implementing route adjustments to gain connectivity with regional destinations and transit hubs, as well as partnering with Santa Monica's Big Blue Bus and Foothill Transit to reduce route duplication and increase connectivity with Muni services. This will be accomplished with no change from the FY14 Revenue Service Hour Levels. Service quality will continue to be improved by increasing focus on the current level of maintenance activity and on-street supervision. This will improve the state of good repair and cleanliness, as well as reduce deferred maintenance of the bus fleet.
- Although Rail Revenue Service Hours are unchanged in FY15, we will continue to implement reduced headways and extended late night service that was budgeted in FY14.
- Additional Service Level Details are found under Service Statistics (see page 45).

BUS		RAIL		
FY15 Bus Revenue Service Hours (RSH)		FY15 Rail Revenue Service Hours (RSH)		
Changes	RSH	Changes	Late Night Weekend	RSH
FY14 Budget (Bus)	7,048,717	FY14 Budget (Rail)		1,027,799
<u>Changes</u>		<u>Changes</u>		
Silver Line	13,018	Blue, Expo, Green, Gold and Red Lines	-	-
		Other Minor Changes	-	-
TOTAL CHANGES	13,018	TOTAL CHANGES	-	-
FY15 Budget (Bus)	7,061,735	FY15 Budget (Rail)		1,027,799
% Increase	0.2%	% Increase		0.0%

FY15 Budget Assumptions (continued)

Labor Assumptions:

- All of the added FTEs are Bus Operators required for the 13,018 additional revenue service hours for the Silver Line.
- Wage and salary increases for represented employees are not currently assumed in the budget, as labor contract negotiations continue for collective bargaining units. No increase for non-represented employee wages is included in the budget.

Capital Assumptions:

- Expand Measure R transit and highway project activities as well as light rail vehicle delivery.
- Increased emphasis on safety and security projects benefiting customers and employees.
- Commence Bus, Light Rail vehicle and Heavy Rail vehicle midlife maintenance projects.
- Continued reduction of the bus and rail deferred maintenance backlog.
- Continued procurement of 40-foot replacement buses for our fleet.
- Continued advancement of zero emission bus technology.

Areas of Risk:

- Sales tax growth less than UCLA's Anderson School Forecast.
- STA funding lower than State Controller's estimate.
- Less than full funding of MAP-21 including CMAQ and New Starts.
- Compressed Natural Gas at 60¢ per therm, and other non-labor cost inflation above 2.3%.
- Timely issuance of Prop 1B bonds by the State. If not, funding is at risk for Crenshaw/LAX Corridor, Bus Acquisitions, and Regional Connector projects.

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Resources

Summary of Resources

Resources and Expenditures (\$ in millions)	FY14 Budget	FY15 Proposed	% Change FY14 to FY15
1 <u>Sales Tax, TDA and STA Revenues</u> ⁽¹⁾			
2 Proposition A	\$ 708.4	\$ 734.2	3.6%
3 Proposition C	708.4	734.2	3.6%
4 Measure R	708.4	734.2	3.6%
5 Transportation Development Act (TDA)	354.2	367.1	3.6%
6 State Transit Assistance (STA)	115.5	104.7	-9.4%
7 Total Sales Tax, TDA, & STA	\$ 2,594.9	\$ 2,674.4	3.1%
8 <u>Operating & Other Revenues</u>			
9 Passenger Fares	\$ 345.1	\$ 347.7	0.7%
10 Express Lane Tolls	12.4	30.7	146.6%
11 Advertising	20.5	21.5	4.9%
12 Other Revenues ⁽²⁾	70.4	51.1	-27.4%
13 Subtotal Operating & Other Revenues	\$ 448.5	\$ 450.9	0.6%
14 <u>Capital and Bond Resources</u>			
15 Grants Reimbursements ⁽³⁾	\$ 1,165.6	\$ 1,194.0	2.4%
16 Bond Funding and Prior Year Carryover Resources ⁽⁴⁾	814.1	1,188.9	46.0%
17 Subtotal Capital and Bond Resources	\$ 1,979.6	\$ 2,382.9	20.4%
18 Total Resources	\$ 5,023.0	\$ 5,508.2	9.7%
19 Agencywide Expenditures	\$ 5,023.0	\$ 5,508.2	9.7%
20 (Deficit) / Surplus	\$ -	\$ -	0.0%

Note: Totals may not add due to rounding.

⁽¹⁾ Sales tax and TDA revenue estimates based on UCLA's Anderson School Long-Term Forecast Update.

⁽²⁾ Other Revenues includes lease revenues, vending revenues, film revenues, county buy down, auto registration fees, transit court fees, Federal CNG Fuel credits, investment income and other miscellaneous revenues.

⁽³⁾ Includes grant reimbursement of preventative maintenance operating capital cost and transit capital and highway capital costs.

⁽⁴⁾ Represents use of bond proceeds and sales tax revenue received and unspent in prior years.

Sales Tax, TDA and STA Revenues

	Type of Revenue (\$ in millions)	FY14 Budget	FY15 Proposed	\$ change from FY14 Budget	% Change from FY14 Budget	Eligible for Operating
1	<u>Proposition A</u>					
2	5% Administration	\$ 35.4	\$ 36.7	\$ 1.3	3.6%	
3	25% Local Return	168.2	174.4	6.1	3.6%	
4	35% Rail Development	235.5	244.1	8.6	3.6%	Eligible
5	40% Discretionary					
6	Transit (95% of 40%)	255.7	265.0	9.3	3.6%	Eligible
7	Incentive (5% of 40%)	13.5	13.9	0.5	3.6%	
8	Estimated Tax Revenue from Prop A	\$ 708.4	\$ 734.2	\$ 25.8	3.6%	
9	<u>Proposition C</u>					
10	1.5% Administration	\$ 10.6	\$ 11.0	\$ 0.4	3.6%	
11	5% Rail / Bus Security	34.9	36.2	1.3	3.6%	Eligible
12	10% Commuter Rail	69.8	72.3	2.5	3.6%	
13	20% Local Return	139.6	144.6	5.1	3.6%	
14	25% Freeways/Highways	174.4	180.8	6.4	3.6%	
15	40% Discretionary	279.1	289.3	10.2	3.6%	Eligible
16	Estimated Tax Revenue from Prop C	\$ 708.4	\$ 734.2	\$ 25.8	3.6%	
17	<u>Measure R</u>					
18	1.5% Administration	\$ 10.6	\$ 11.0	\$ 0.4	3.6%	
19	2% Transportation Capital Metro Rail	14.0	14.5	0.5	3.6%	
20	3% Transportation Capital Metrolink	20.9	21.7	0.8	3.6%	
21	5% Operations - New Rail	34.9	36.2	1.3	3.6%	Eligible
22	15% Local Return	104.7	108.5	3.8	3.6%	
23	20% Operations - Bus ⁽¹⁾	139.6	144.6	5.1	3.6%	Eligible
24	20% Highway Capital	139.6	144.6	5.1	3.6%	
25	35% Transportation Capital New Rail/BRT	244.2	253.1	8.9	3.6%	
26	Estimated Tax Revenue from Measure R	\$ 708.4	\$ 734.2	\$ 25.8	3.6%	
27	<u>Transportation Development Act (TDA)</u>					
28	Administration	\$ 8.5	\$ 8.5	\$ -	0.0%	
29	2% Article 3 (Pedestrians & Bikeways)	6.9	7.2	0.3	3.7%	
30	91.6593% Article 4 (Bus Transit)	316.9	328.7	11.8	3.7%	Eligible
31	6.3407% Article 8 (Transit/Streets & Hwys)	21.9	22.7	0.8	3.7%	
32	Estimated Tax Revenue from TDA	\$ 354.2	\$ 367.1	\$ 12.9	3.6%	
33	<u>State Transit Assistance (STA)</u>					
34	STA Bus	\$ 64.1	\$ 55.8	\$ (8.3)	-12.9%	Eligible
35	STA Rail	51.4	48.9	(2.5)	-4.9%	Eligible
36	Estimated STA	\$ 115.5	\$ 104.7	\$ (10.8)	-9.5%	
37	Total Revenues	\$ 2,594.9	\$ 2,674.4	\$ 79.5	3.1%	
38						
39	Revenues Eligible for Bus & Rail Operating					
39	Proposition A	\$ 491.3	\$ 509.2	\$ 17.9	3.6%	
40	Proposition C	314.0	325.4	11.4	3.6%	
41	Measure R	174.4	180.8	6.4	3.6%	
42	TDA	316.9	328.7	11.8	3.7%	
43	STA	115.5	104.7	(10.8)	-9.4%	
44	Total Bus & Rail Eligible Revenues	\$ 1,412.1	\$ 1,448.8	\$ 36.7	2.6%	

Note: Totals may not add due to rounding.

⁽¹⁾ Measure R 5% Rail Operating funding is restricted to projects beginning rail operations after Measure R passage.

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Expenditures

Summary of Expenditures by Department

	Expenditure by Department (\$ in millions)	FY14 Budget	FY15 Proposed	Change	
				\$	%
1	Board of Directors	\$ 28.8	\$ 28.0	\$ (0.7)	-2.6%
2	Chief Executive Office	260.1	272.6	12.5	4.8%
3	Communications	37.8	48.3	10.5	27.8%
4	Congestion Reduction	71.4	73.4	2.0	2.8%
5	Engineering and Construction	1,345.8	1,738.5	392.7	29.2%
6	Exposition Construction Authority	313.9	379.2	65.3	20.8%
7	Finance and Budget	1,070.4	1,093.2	22.8	2.1%
8	Information Technology	42.0	47.6	5.6	13.2%
9	Operations	1,510.7	1,512.2	1.5	0.1%
10	Planning and Development	297.0	265.4	(31.6)	-10.7%
11	Vendor/Contract Management	45.1	49.7	4.5	10.0%
12	Total Expenditures	\$ 5,023.0	\$ 5,508.2	\$ 485.2	9.7%

Note: Totals may not add due to rounding.

Summary of Expenditures by Type

	Expenditure by Type (\$ in millions)	FY14 Budget	FY15 Proposed	Change	
				\$	%
1	Salaries and Benefits	\$ 939.7	\$ 951.0	\$ 11.4	1.2%
2	Asset Acquisitions for Transit & Highway Projects	1,210.4	1,894.9	684.5	56.6%
3	Professional Services & Advertising	671.2	406.4	(261.6)	-39.4%
4	Regional Transit / Highway Subsidies	1,252.6	1,271.7	19.1	1.5%
5	Maintenance & Security Contracts	282.6	297.9	15.3	5.4%
6	Materials & Supplies	221.6	227.3	5.7	2.6%
7	Insurance / Taxes / PLPD / Workers' Comp	92.3	100.5	8.2	8.9%
8	Training & Travel	8.5	9.6	1.1	12.6%
9	As-Needed / Interns / ELTPs	11.7	12.7	1.0	8.2%
10	Debt	332.5	336.1	0.5	0.1%
11	Total Expenditures	\$ 5,023.0	\$ 5,508.2	\$ 485.2	9.7%

Note: Totals may not add due to rounding.

Summary of Expenditures by Program

Program ⁽¹⁾ Type	(\$ in millions)	FY14 Budget	FY15 Proposed	\$ Change from FY14	% Change from FY14
1 Metro Operations & Development:					
2	Bus	\$ 976.7	\$ 981.8	\$ 5.2	0.5%
3	Rail	352.2	366.3	14.1	4.0%
4	Subtotal	\$ 1,328.9	\$ 1,348.1	\$ 19.2	1.4%
5	Regional Activities and Other	23.4	28.6	5.2	22.2%
6	Total Metro Operations	\$ 1,352.3	\$ 1,376.7	\$ 24.4	1.8%
7					
8	Capital:				
9	Transit Construction	\$ 1,271.5	\$ 1,709.7	\$ 438.2	34.5%
10	Operating Capital (Deferred Maintenance)	340.3	400.9	60.6	17.8%
11	Subtotal	\$ 1,611.8	\$ 2,110.6	\$ 498.8	30.9%
12	Regional Rail Capital	\$ 13.7	\$ 42.1	\$ 28.4	207.2%
13	Highway Capital	262.2	156.9	(105.3)	-40.2%
14	Total Metro Capital	\$ 1,887.7	\$ 2,309.6	\$ 421.9	22.3%
15					
16	Total Metro Operations and Capital	\$ 3,240.0	\$ 3,686.3	\$ 446.3	13.8%
17					
18	Subsidy Funding Programs:				
19	Regional Transit ⁽²⁾	\$ 467.7	\$ 492.5	\$ 24.8	5.3%
20	Local Agencies	531.3	560.6	29.3	5.5%
21	Wilshire BRT	31.0	35.1	4.0	13.0%
22	Federal Pass Throughs	17.2	13.5	(3.7)	-21.5%
23	Fare Assistance	10.5	10.5	0.0	0.2%
24	Highway Subsidy	181.7	136.0	(45.7)	-25.1%
25	Total Subsidy Funding Programs	\$ 1,239.4	\$ 1,248.2	\$ 8.8	0.7%
26					
27	Freeway Services:				
28	Freeway Service Patrol	\$ 31.0	\$ 30.7	\$ (0.3)	-1.0%
29	ExpressLanes	15.2	20.0	4.8	31.4%
30	Kenneth Hahn Call Box Program	11.7	11.4	(0.3)	-2.4%
31	Regional Intelligent Transportation System	3.6	3.7	0.0	0.6%
32	Rideshare Services	10.7	11.3	0.6	5.6%
33	Total Freeway Services	\$ 72.2	\$ 77.0	\$ 4.8	6.6%
34					
35	General Planning and Programs:				
36	Programs and Studies	\$ 29.2	\$ 39.9	\$ 10.7	36.7%
37	General Planning and Programming	51.3	59.7	8.3	16.2%
38	Legal, Audit, Transit Court, Oversight and Other	31.6	35.2	3.6	11.4%
39	Property Management / Union Station & Development	26.8	25.8	(1.0)	-3.6%
40	Total General Planning and Programs	\$ 138.9	\$ 160.7	\$ 21.7	15.6%
41					
42	Total Debt Service	\$ 332.5	\$ 336.1	\$ 3.6	1.1%
43					
44	Total Expenditures	\$ 5,023.0	\$ 5,508.2	\$ 485.2	9.7%

Note: Totals may not add due to rounding.

⁽¹⁾ Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial presentation on pages 37-41.

⁽²⁾ Represents subsidies to Municipal Operators, Metrolink and Access Services Incorporated (ASI).

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FTEs

Summary of FTEs by Department

	Managing Department Name	FY14 Budget	FY15 Proposed	Change from FY14
1	Board of Directors	36	36	-
2	Chief Executive Office	429	429	-
3	Communications	261	261	-
4	Congestion Reduction	13	13	-
5	Engineering and Construction	176	176	-
6	Finance and Budget	183	183	-
7	Information Technology	133	133	-
8	Operations	7,571	7,579	8
9	Planning and Development	143	143	-
10	Vendor/Contract Management	270	270	-
11	Total FTEs	9,215	9,223	8
12	Subtotal Agencywide Non-Contract	1,288	1,288	-
13	Subtotal Agencywide Union	7,927	7,935	8
14	Total FTEs	9,215	9,223	8

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FTEs by Department Detail

FTEs by Department Detail		FY14 Budget	FY15 Proposed	Change from FY14
1	Board of Directors			
2	County Counsel	3	3	-
3	Ethics Office	7	7	-
4	Inspector General	16	16	-
5	Office Of Board Secretary	10	10	-
6	Total Board of Directors	36	36	-
7	Non-Contract	36	36	-
8	Total Board of Directors by Representation	36	36	-
9	Chief Executive Office			
10	Chief Executive Office	5	5	-
11	Chief Policy Office	20	20	-
12	Corporate Safety And Risk Management	104	104	-
13	Labor/Employee Relations	155	155	-
14	LA Metro Protective Services (LAMPS)	109	109	-
15	Program Management	36	36	-
16	Total Chief Executive Office	429	429	-
17	Non-Contract	238	238	-
18	Union	191	191	-
19	Total Chief Executive Office by Representation	429	429	-
20	Communications			
21	Community Relations	25	25	-
22	Customer Programs & Services	54	54	-
23	Customer Relations	120	120	-
24	Executive Office, Communications	4	4	-
25	Government Relations	7	7	-
26	Marketing	42	42	-
27	Public Relations	9	9	-
28	Total Communications	261	261	-
29	Non-Contract	83	83	-
30	Union	178	178	-
31	Total Communications by Representation	261	261	-
32	Congestion Reduction			
33	Congestion Reduction	4	4	-
34	Motorist Services	9	9	-
35	Total Congestion Reduction	13	13	-
36	Non-Contract	13	13	-
37	Total Congestion Reduction by Representation	13	13	-
38	Engineering and Construction			
39	Highway Project Delivery	21	21	-
40	Regional Rail	7	7	-
41	Transit Project Delivery	148	148	-
42	Total Engineering and Construction	176	176	-
43	Non-Contract	175	175	-
44	Union	1	1	-
45	Total Engineering and Construction by Representation	176	176	-

FTEs by Department Detail (continued)

FTEs by Department Detail		FY14 Budget	FY15 Proposed	Change from FY14
46	Finance and Budget			
47	Accounting	68	68	-
48	Finance & Treasury	65	65	-
49	Budget, TAP & Local Programming	50	50	-
50	Total Finance and Budget	183	183	-
51	Non-Contract	118	118	-
52	Union	65	65	-
53	Total Finance and Budget by Representation	183	183	-
54	Information Technology			
55	Information Technology Services	133	133	-
56	Total Information Technology	133	133	-
57	Non-Contract	85	85	-
58	Union	48	48	-
59	Total Information Technology by Representation	133	133	-
60	Operations			
61	Maintenance	2,101	2,101	-
62	Rail Fleet Services Engineering & Maintenance	394	394	-
63	Rail MOW & Engineering	290	290	-
64	Rail Project Development & Transportation	560	560	-
65	Service Development	127	127	-
66	Transit Capital Projects	26	26	-
67	Transit Operations - Bus	14	14	-
68	Transportation	4,059	4,067	8
69	Total Operations	7,571	7,579	8
70	Non-Contract	269	269	-
71	Union	7,302	7,310	8
72	Total Operations by Representation	7,571	7,579	8
73	Planning and Development			
74	Economic Development	26	26	-
75	Executive Office Regional Transportation Planning	2	2	-
76	Long Range Planning & Coordination	21	21	-
77	Regional Capital Development	13	13	-
78	Strategic Financial Planning & Programming	15	15	-
79	Strategic Initiatives Department	16	16	-
80	Transp. Dev. & Implementation (Central/East/SE Region)	18	18	-
81	Transp. Dev. & Implementation (North/West/SW Region)	32	32	-
82	Total Planning and Development	143	143	-
83	Non-Contract	143	143	-
84	Total Planning and Development by Representation	143	143	-
85	Vendor/Contract Management			
86	Diversity & Economic Opportunity	19	19	-
87	Procurement	69	69	-
88	Supply Chain Management	182	182	-
89	Total Vendor/Contract Management	270	270	-
90	Non-Contract	128	128	-
91	Union	142	142	-
92	Total Vendor/Contract Management by Representation	270	270	-
93	Total Agencywide Non-Contract	1,288	1,288	-
94	Total Agencywide Union	7,927	7,935	8
95	Grand Total	9,215	9,223	8

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Capital Program

Capital Program

Capital Project Category (\$ in thousands)	Forecasted Expenditures thru FY14	FY15 Proposed	Life of Project	Note
Measure R Component of Capital Program:				
Measure R Transit Construction Projects:				
Crenshaw/LAX Light Rail Transit	\$ 420,183	\$ 305,647	\$ 2,058,000	
Expo Blvd Light Rail Transit Phase I	930,887	54,015	930,625	
Expo Blvd Light Rail Transit Phase II	841,194	449,127	1,527,260	
Gold Line Foothill Extension	530,127	263,953	948,437	
Measure R Vehicles	100,394	12,075	739,000	
Orange Line Extension	137,065	1,674	215,600	
Purple Line Subway Extension	299,181	374,592	711,406	
Regional Connector	184,534	228,161	412,695	
Measure R Transit Planning Projects:				
Airport Metro Connector	\$ 8,207	\$ 2,882	\$ 11,089	1
Eastside Extension Phase II	22,040	2,349	24,390	1
Eastside Light Rail Access	9,586	4,682	14,268	1
Green Line Ext: Redondo to South Bay	7,242	1,755	8,998	1
San Fernando Valley East N/S Rapidways	8,627	2,287	10,914	1
Sepulveda Pass Corridor	6,794	4,288	11,082	1
West Santa Ana Branch Corridor	2,959	2,194	5,153	1
Subtotal Measure R Component of Capital Program	\$ 3,509,020	\$ 1,709,681	\$ 7,628,916	

Note: Totals may not add due to rounding.

Note 1: No Board Adopted Life Of Project (LOP) during planning phase; project is funded on an annual basis.

Capital Program (continued)

Capital Project Category (\$ in thousands)	Forecasted Expenditures thru FY14	FY15 Proposed	Life of Project	Note
Operating Component of Capital Program:				
Safety & Security Projects				
Bus	\$ 627	\$ -	\$ 3,700	
Blue Line	79,055	7,385	166,900	
Green Line	2,917	2,842	11,400	
Red Line	13,490	25,125	55,680	
Systemwide Security	26,630	13,366	58,860	
Deferred Maintenance				
Bus	\$ 428,897	\$ 192,789	\$ 782,176	
Blue Line	136,278	24,248	406,003	
Gold Line	1,674	2,379	11,297	
Green Line	1,037	317	1,942	
Red Line	74,669	22,046	326,033	
Rail Systemwide	2,824	8,785	14,832	
Infrastructure	29,346	10,660	86,854	
Systemwide	31,782	22,198	96,629	
Capital Improvement Infrastructure				
Bus	\$ 77,849	\$ 32,614	\$ 163,976	
ExpressLanes Tollways & Facilities	177,091	9,564	210,977	
Blue Line	253	619	8,000	
Gold Line	950,761	3,549	968,044	
Green Line	268	438	10,900	
Red Line	28,271	1,533	34,406	
Rail Systemwide	-	236	661	
Infrastructure	21,607	13,786	69,559	
Systemwide	113,799	6,441	142,490	
Subtotal Operating Component of Capital Program	\$ 2,199,128	\$ 400,921	\$ 3,631,319	
Total Capital Program	\$ 5,708,148	\$ 2,110,602	\$ 11,260,235	

Note: Totals may not add due to rounding.

FY15 PROPOSED OPERATING CAPITAL SUMMARY BY MODE

Operating Capital by Mode (\$ in thousands)	Safety & Security	Deferred Maintenance	Capital Improvements	Mode Total
Mode:				
Bus	\$ -	\$ 192,789	\$ 32,614	\$ 225,403
Blue Line	7,385	24,248	619	32,252
Gold Line	2,842	2,379	438	5,659
Green Line	25,125	317	1,533	26,976
Red Line	-	22,046	3,549	25,595
Rail Systemwide	-	8,785	236	9,021
ExpressLanes Tollways & Facilities	-	-	9,564	9,564
Support Infrastructure	-	10,660	13,786	24,447
Systemwide	13,366	22,198	6,441	42,005
Total Operating Capital	\$ 48,718	\$ 283,423	\$ 68,780	\$ 400,921

Note: Totals may not add due to rounding.

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Regional Subsidy Funding Programs

Summary of Regional Subsidy Funding Program

Regional Subsidy Funding Programs (\$ in millions)	FY14 Budget	FY15 Proposed	\$ Change from FY14	% Change from FY14
Regional Transit:				
Municipal and Local Operators	\$ 333.2	\$ 336.6	\$ 3.4	1.0%
Access Services	67.2	73.2	6.0	8.9%
Metrolink	67.3	82.8	15.4	22.9%
Total Regional Transit	\$ 467.7	\$ 492.5	\$ 24.8	5.3%
Local Agencies:				
Allocation by Population:				
Proposition A Local Return	\$ 168.2	\$ 174.4	\$ 6.1	3.6%
Proposition C Local Return	139.6	144.6	5.1	3.6%
Measure R Local Return	104.7	108.5	3.8	3.6%
Transportation Development Act Article 3	9.5	7.8	(1.7)	-18.4%
Transportation Development Act Article 8	23.5	24.6	1.0	4.5%
Subtotal Allocation by Population	\$ 445.5	\$ 459.8	\$ 14.3	3.2%
Call for Projects:				
Regional Surface Transportation Improvements	\$ 62.4	\$ 63.3	\$ 0.9	1.4%
Local Traffic System	12.3	24.2	11.9	97.3%
Regional Bikeways	0.6	0.9	0.3	50.4%
Transportation Demand Management	2.2	3.0	0.9	39.6%
Transportation Enhancement Act	0.9	0.6	(0.3)	-34.3%
Bus Capital Operations	1.0	3.4	2.4	242.2%
Subtotal Call for Projects	\$ 79.4	\$ 95.4	\$ 16.1	20.2%
Transit Oriented Development	6.4	5.3	(1.1)	-16.8%
Total Local Agencies	\$ 531.3	\$ 560.6	\$ 29.3	5.5%
Wilshire Bus Rapid Transit (BRT) Project:				
Wilshire Bus Lane Project	\$ 0.3	\$ 0.3	\$ (0.1)	-22.8%
Very Small Wilshire Bus Lane	15.1	23.7	8.6	57.0%
Metro Rapid Bus	5.2	3.9	(1.3)	-24.9%
Gap Closure Project	10.4	6.7	(3.7)	-36.0%
Metro Rapid Program	-	0.5	0.5	100.0%
Total Wilshire BRT Project	\$ 31.0	\$ 35.1	\$ 4.0	13.0%
Federal Pass Throughs:				
Regional Grantee - FTA	\$ 5.2	\$ 8.1	\$ 3.0	57.6%
Job Access and Reverse Commute Program (JARC) Capital & Operating	5.0	2.2	(2.8)	-56.1%
New Freedom Capital & Operating	4.8	3.1	(1.7)	-35.9%
Highway Pass Through Program	2.2	0.1	(2.1)	-95.4%
Total Federal Pass Throughs	\$ 17.2	\$ 13.5	\$ (3.7)	-21.5%
Fare Assistance:				
Immediate Needs Transportation	\$ 5.0	\$ 5.0	\$ -	0.0%
Rider Relief	5.0	5.0	-	0.0%
Support for Homeless Re-Entry Program (SHORE)/General Relief Tokens	0.5	0.5	-	0.0%
Total Fare Assistance	\$ 10.5	\$ 10.5	\$ -	0.0%
Highway Subsidy:				
Freeway	\$ 105.8	\$ 64.8	\$ (41.0)	-38.7%
Phase II Advanced Conceptual Engineering (ACE) Grade Separation	32.0	-	(32.0)	-100.0%
Highway Operational Improvements - Arroyo Verdugo	4.3	15.5	11.2	258.9%
Highway Operational Improvements - Virgenes/Malibu	10.3	16.2	5.9	57.9%
I-405 / I-110 / I-105 / SR-91 Ramp & Interchange	2.3	12.1	9.8	428.3%
I-5N Enhance SR-14/Kern County	1.5	1.5	-	0.0%
I-605 Corridor "Hot Spot"	0.7	10.2	9.5	1316.7%
SR-710 North Gap Closure	3.0	0.5	(2.5)	-83.3%
SR-710 South Early Action Projects	16.3	5.8	(10.5)	-64.7%
SR-138 Capacity Enhancements	0.6	1.5	1.0	172.7%
High Desert Corridor	5.0	8.0	3.0	60.0%
Total Highway Subsidy	\$ 181.7	\$ 136.0	\$ (45.7)	-25.1%
Total Regional Subsidy Funding Programs	\$1,239.4	\$1,248.2	\$ 8.8	0.7%

Note: Totals may not add due to rounding.

Debt

Los Angeles County Metropolitan Transportation Authority
FY15 Proposed Budget

Current Year Debt Service Expense

	FY14 Budget				FY15 Budget			
	Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
(Annual budget figures - \$ in thousands)								
1 Funding Demand of Debt Service								
2 Resources								
3 Proposition A 35% Rail Set Aside ⁽¹⁾	\$ 2,319.9	\$ 157,611.7	\$ -	\$ 159,931.6	\$ 2,154.3	\$ 146,362.0	\$ -	\$ 148,516.3
4 Proposition A 40% Discretionary	34.0	2,310.4	-	2,344.4	34.0	2,309.7	-	2,343.7
5 Proposition C 40% Discretionary	10,020.4	63,758.2	-	73,778.6	9,885.1	62,897.5	-	72,782.6
6 Proposition C 10% Commuter Rail	1,871.0	11,904.7	-	13,775.7	1,726.5	10,985.6	-	12,712.1
7 Proposition C 25% Street & Highways	4,844.1	30,822.4	-	35,666.5	4,540.3	28,889.3	22,221.6	55,651.2
8 Transportation Development Act Article 4	1,534.5	-	-	1,534.5	1,534.5	-	-	1,534.5
9 Measure R Transit Capital - New Rail 35%	-	43,835.9	-	43,835.9	-	50,668.0	-	50,668.0
10 Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
11 Measure R Transit Capital - Metro Rail 2%	-	-	-	-	-	-	-	-
12 Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
13 Measure R BAB Federal Subsidy	-	11,112.8	-	11,112.8	-	11,112.8	-	11,112.8
14 Proposition A 35% Rail Set Aside (CRA Debt)	-	2,183.0	-	2,183.0	-	2,180.2	-	2,180.2
15 Total Funding Demand of Debt Service	\$ 20,623.8	\$ 323,539.1	\$ -	\$ 344,162.9	\$ 19,874.7	\$ 315,405.0	\$ 22,221.6	\$ 357,501.3
16 (Premium)/Discount Amortization ⁽²⁾	(414.2)	(11,291.0)	-	(11,705.2)	(1,103.0)	(20,332.0)	-	(21,435.1)
17 Total Debt Service Expense	\$ 20,209.6	\$ 312,248.0	\$ -	\$ 332,457.7	\$ 18,771.7	\$ 295,073.0	\$ -	\$ 336,066.3
18 Debt Service (Deficit) / Surplus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Long Term Enterprise Fund Debt Principal Obligations

	Beginning FY14 Balance				Beginning FY15 Balance			
	Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
(\$ in thousands)								
19 Outstanding Debt Principal Balance								
20 Proposition A	\$ 19,218.5	\$ 1,305,681.5	\$ -	\$ 1,324,900.0	\$ 18,927.7	\$ 1,285,927.3	\$ -	\$ 1,304,855.0
21 Proposition C	143,263.6	911,565.4	-	1,054,829.0	139,080.5	884,948.5	309,760.0	1,333,789.0
22 Measure R	-	701,935.0	-	701,935.0	-	686,050.0	-	686,050.0
23 Transportation Development Act Article 4	6,410.4	-	-	6,410.4	5,111.0	-	-	5,111.0
24 Proposition A 35% Rail Set Aside (CRA Debt)	-	21,630.0	-	21,630.0	-	20,520.0	-	20,520.0
25 Total Outstanding Debt Principal Balance ⁽³⁾	\$ 168,892.5	\$ 2,940,811.9	\$ -	\$ 3,109,704.4	\$ 163,119.2	\$ 2,877,445.8	\$ 309,760.0	\$ 3,350,325.0

Note: Totals may not add due to rounding.

⁽¹⁾ Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$10.1 million in FY14 and \$4.6 million in FY15.

⁽²⁾ Amortizing the difference between the market value of the debt instrument and the face value of the debt instrument over the life of the debt.

⁽³⁾ The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.5 million Debt Service and \$142 million Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the Federal overhead allocation process.

Measure R

FY15 Measure R Ordinance

Summary of Sales Tax Revenues, Expenditures and Fund Balances (by subfund)

(\$ in millions)			A	B	C	D=A+B-C	
Subfund	Expenditure Program	% of Sales Tax	Estimated Beginning Fund Balance	New Revenue	Expenditures	Estimated Ending Fund Balance	
1	Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects	35.0%	\$ 220.5	\$ 253.1	\$ 473.6 ⁽¹⁾	\$ -
2	Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20.0%	330.0	144.6	131.4	343.3
3	Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2.0%	31.2	14.5	22.5	23.2
4	Operations	Bus Operations - Countywide Bus Service Operations, Maintenance, and Expansion	20.0%	11.8	144.6	155.6	0.8
5	Operations	Rail Operations (New Transit Projects Operations and Maintenance)	5.0%	77.0	36.2	29.6	83.5
6	Administration	Administration	1.5%	28.0	11.0	7.0	32.1
7	Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3.0%	60.2	21.7	51.5	30.3
8	Local Return	See footnote ⁽²⁾	15.0%	-	108.5	108.5	-
9	Subtotal Measure R Projects Funding Plan from Sales Tax Revenues			\$ 758.7	\$ 734.2	\$ 979.7	\$ 513.1
10	Measure R Transit Capital 35% TIFIA Loan Proceeds ⁽³⁾			-	438.0	438.0	-
11	Subtotal Measure R Projects Funding Plan from Measure R Sources			\$ 758.7	\$ 1,172.2	\$ 1,417.7	\$ 513.1
12	Measure R Projects Funding from Non-Measure R Sources ⁽⁴⁾			\$ -	\$ 1,028.1	\$ 1,028.1	\$ -
13	Total			\$ 758.7	\$ 2,200.3	\$ 2,445.8	\$ 513.1

Note: Totals may not add due to rounding.

⁽¹⁾ Excludes \$2.3 million amortization cost of bond premium to reflect the total Measure R funding.

⁽²⁾ To the incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area on a per capita basis for major street resurfacing, rehabilitation and reconstruction, pothole repair, left turn signals, bikeways, pedestrian improvements, streetscapes, signal synchronization, and transit.

⁽³⁾ Metro is planning to draw down \$438 million TIFIA (Transportation Infrastructure Finance and Innovation Act) loan in FY15 to fund Measure R Transit Capital 35% activities.

⁽⁴⁾ Funding from non-Measure R funding sources for Measure R projects: Federal Subsidies \$304.3 million; State Subsidies \$414.2 million; Local Subsidies \$309.6 million.

FY15 Measure R Projects/Funding

	FY15 Measure R Project Expenditures			FY15 Measure R Project FTEs			
	Measure R Funds (1)	Non-Measure R Funds (2)	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs (3)	
Measure R Funding / Projects							
1	Measure R Transit Capital - New Rail (35%)						
2	Crenshaw/Lax Light Rail Transit	\$ 125.7	\$ 152.0	\$ 277.7	19.1	23.1	42.2
3	Eastside Extension Phase II	-	2.3	2.3	-	2.0	2.0
4	Eastside Light Rail Access	4.7	-	4.7	0.4	-	0.4
5	Expo Blvd Light Rail Transit	306.8	196.3	503.1	10.4	0.1	10.5
6	Expo/Blue Line Light Rail	12.1	-	12.1	3.1	-	3.1
7	Gold Line Foothill Extension	194.5	-	194.5	6.1	-	6.1
8	Green Line Ext. Redondo Beach-South Bay	-	1.8	1.8	-	2.8	2.8
9	Regional Connector	0.3	227.9	228.2	0.1	37.4	37.5
10	Sepulveda Pass Transit Corridor	-	4.3	4.3	-	0.1	0.1
11	W. Santa Ana Branch Corridor Admin	2.2	-	2.2	1.8	-	1.8
12	Westside Subway Extension	175.0	197.6	372.6	23.1	23.1	46.2
13	Regional Clean Fuel Bus Capital	7.4	151.9	159.4	1.9	5.2	7.1
14	Metro Orange Line Extension	-	1.7	1.7	-	0.6	0.6
15	San Fernando Valley East N/S Rapid	1.4	0.9	2.3	2.0	1.3	3.3
16	Airport Metro Connector	2.9	-	2.9	1.0	-	1.0
17	Total Measure R Transit Capital - New Rail (35%)	\$ 833.0	\$ 936.7	\$ 1,769.7	69.1	95.4	164.5
18	Measure R Highway Capital (20%)						
19	Countywide Soundwall Projects	\$ 13.9	\$ -	\$ 13.9	5.9	-	5.9
20	High Desert Corridor	9.6	-	9.6	1.2	-	1.2
21	Highway Operating Improvements Arroyo Verdugo	15.5	-	15.5	0.1	-	0.1
22	Highway Operating Improvements Virgenes/Malibu	16.3	-	16.3	0.7	-	0.7
23	I-405, I-110, I-105, SR91 Ramp & Interchange	12.1	-	12.1	0.1	-	0.1
24	I-5 N. Enhance SR14/Kern County	2.0	-	2.0	1.5	-	1.5
25	I-710 North Gap Closure	10.2	-	10.2	2.7	-	2.7
26	I-710 South Early Action Projects	14.8	-	14.8	1.4	-	1.4
27	Phase II Alameda Corridor E. Grade Separation	0.0	-	0.0	0.2	-	0.2
28	SR-138 Capacity Enhancements	5.3	-	5.3	1.2	-	1.2
29	I-605 Corridor "Hot Spots"	16.1	-	16.1	2.1	-	2.1
30	ARTI - Good Movements, I-5 N. Truck Lanes, SR 71	15.5	3.6	19.1	1.4	0.2	1.6
31	Total Measure R Highway Capital (20%)	\$ 131.4	\$ 3.6	\$ 135.0	18.3	0.2	18.6
32	Measure R Transit Capital - Metrolink (3%)						
33	Metrolink Rail Capital Plan	\$ 12.9	\$ -	\$ 12.9	3.9	-	3.9
34	Metrolink Transit Capital	19.0	-	19.0	1.6	-	1.6
35	Vincent Grade/Action Station	7.5	-	7.5	-	-	-
36	Lancaster Station	3.0	-	3.0	-	-	-
37	Rosecrans & Marquardt Grade	1.0	-	1.0	-	-	-
38	Metrolink LA County Stations	0.5	-	0.5	-	-	-
39	Raymer to Bernson Double Track Project	-	6.5	6.5	-	-	-
40	Van Nuys North Platform Project	-	3.0	3.0	-	-	-
41	LA County Grade Crossing	2.0	-	2.0	-	-	-
42	Bob Hope Airport Pedestrian Bridge	1.7	-	1.7	-	-	-
43	Lone Hill To Control Point White	1.5	-	1.5	-	-	-
44	Brighton To Roxford Double Track	1.5	-	1.5	-	-	-
45	Grade Crossing Project Study Report	1.0	-	1.0	-	-	-
46	Total Measure R Transit Capital - Metrolink (3%)	\$ 51.5	\$ 9.5	\$ 61.0	5.5	-	5.5
47	Measure R Transit Capital - Metro Rail (2%)						
48	Heavy Rail Vehicle Midlife	\$ 6.4	\$ -	\$ 6.4	6.4	-	6.4
49	Heavy Rail Vehicle Procurement	2.0	-	2.0	2.8	-	2.8
50	Light Rail Fleet Midlife	6.8	-	6.8	7.8	-	7.8
51	Transit Oriented Development	5.3	-	5.3	-	-	-
52	Gold Line Foothill Maintenance Facility - Metro 75%	-	69.4	69.4	-	-	-
53	Southwestern Yard (Crenshaw)	27.9	-	27.9	4.8	-	4.8
54	Eastside Quad Gate Study and Installation	2.0	-	2.0	0.4	-	0.4
55	Total Measure R Transit Capital - Metro Rail (2%)	\$ 50.5	\$ 69.4	\$ 119.9	22.2	-	22.2
56	Measure R Operations - Bus (20%)						
57	Measure R 20% Formula Allocation Procedure Subsidies	\$ 47.8	\$ -	\$ 47.8	-	-	-
58	Metro Bus Share	103.8	-	103.8	685.4	-	685.4
59	Metro Orange Line	4.0	-	4.0	19.0	-	19.0
60	Total Measure R Operations - Bus (20%)	\$ 155.6	\$ -	\$ 155.6	704.4	-	704.4
61	Measure R Operations - New Rail (5%)	\$ 29.6	\$ -	\$ 29.6	121.2	-	121.2
62	Measure R Administration (1.5%)	\$ 7.0	\$ -	\$ 7.0	18.5	-	18.5
63	Measure R Local Return (15%)	\$ 108.5	\$ -	\$ 108.5	-	-	-
64	Measure R Debt Service Expenditure⁽⁴⁾	\$ 50.7	\$ 8.8	\$ 59.5	-	-	-
65	Grand Total	\$ 1,417.7	\$ 1,028.1	\$ 2,445.8	959.2	95.7	1,054.9

Note: Totals may not add due to rounding.

(1) Measure R funding sources include Measure R Bond Proceeds, Measure R cash and TIFIA loan.

(2) Funding from non-Measure R funding sources for Measure R projects: Federal Subsidies \$304.3 million; State Subsidies \$414.2

(3) Total MTA FTEs in Measure R Project are 1,054.9, with 262.4 Non-Contract and 792.5 Contract.

(4) \$2.3 million amortization cost of bond premium is included as Non-MR funding source. Current debt service expenses are funded by Measure R Transit Capital 35% contingency.

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Funds

Governmental Funds

Estimated Fund Balances
For The Year Ending June 30, 2015

Fund Type	(\$ in millions)	FY15 Estimated Ending Fund Balance
Proposition A:		
Discretionary Transit (95% of 40%)		\$ 268.1 ⁽¹⁾
Discretionary Incentive (5% of 40%)		6.2
Rail (35%)		-
Interest		4.7
Total Proposition A		\$ 279.0
Proposition C:		
Discretionary (40%)		\$ 202.4 ⁽¹⁾
Security (5%)		9.2
Commuter Rail (10%)		6.0 ⁽²⁾
Interest		17.4
Total Proposition C		\$ 235.0
Measure R:		
Administration (1.5%)		\$ 32.1
Transit Capital - Metrolink (3%)		30.3
Transit Capital - Metro Rail (2%)		23.2
Highway Capital (20%)		343.2
New Rail Operations (5%)		83.5
Bus Operations (20%)		0.8 ⁽¹⁾
Total Measure R		\$ 513.1
Transportation Development Act (TDA):		
Article 3		\$ 13.7 ⁽¹⁾
Article 4		49.8 ⁽¹⁾
Article 8		2.5 ⁽¹⁾
Total TDA		\$ 65.9
State Transit Assistance (STA):		
Revenue Share		\$ 10.9 ⁽¹⁾
Population Share		-
Total STA		\$ 10.9
PTMISEA		158.9 ⁽³⁾
Total PTMISEA		\$ 158.9
SAFE Fund		\$ 21.1 ⁽²⁾
Other Special Revenue Funds		\$ 47.3 ⁽¹⁾
General Fund:		
Administration - Proposition A, C, & TDA		\$ -
Mandatory Operating Reserve		182.1
General Fund / Other		266.8 ⁽²⁾
Total General Fund		\$ 448.9
Total		\$ 1,780.2

Note: Totals may not add due to rounding.

⁽¹⁾ Previously allocated to Metro, Municipal Operators and cities.

⁽²⁾ Committed.

⁽³⁾ PTMISEA stands for Public Transportation Modernization, Improvement, and Service Enhancement Account. Committed for capital projects.

Governmental Funds

Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2014 and 2015

Governmental Funds (\$ in millions)	Special Revenue Fund (1)		General Fund		Total	
	FY14 Budget	FY15 Proposed	FY14 Budget	FY15 Proposed	FY14 Budget	FY15 Proposed
Revenue						
Sales Tax	\$ 2,603.3	\$ 2,683.4	\$ -	\$ -	\$ 2,603.3	\$ 2,683.4
Intergovernmental Grants	508.0	428.3	33.8	21.5	541.8	449.8
Investment Income	0.5	0.5	4.1	4.1	4.6	4.6
Lease and Rental	-	-	20.9	16.2	20.9	16.2
Licenses and Fines	-	-	0.5	0.5	0.5	0.5
Other	-	-	18.3	0.2	18.3	0.2
Total Revenues	\$ 3,111.7	\$ 3,112.2	\$ 77.6	\$ 42.4	\$ 3,189.3	\$ 3,154.7
Expenditures						
Subsidies	\$ 1,215.1	\$ 1,228.9	\$ 22.8	\$ 30.0	\$ 1,237.9	\$ 1,258.9
Operating Expenditures	370.6	286.0	120.5	134.2	491.1	420.2
Debt & Interest Expenditures	-	-	1.1	1.0	1.1	1.0
Debt Principal Retirement	-	-	1.1	1.2	1.1	1.2
Total Expenditures	\$ 1,585.8	\$ 1,514.9	\$ 145.4	\$ 166.5	\$ 1,731.2	\$ 1,681.3
Transfers						
Transfers In	\$ 22.0	\$ 27.2	\$ 122.6	\$ 92.1	\$ 144.6	\$ 119.2
Transfers (Out)	(2,122.7)	(2,530.5)	(40.9)	(30.7)	(2,163.6)	(2,561.2)
Total Transfers	\$ (2,100.7)	\$ (2,503.3)	\$ 81.7	\$ 61.3	\$ (2,019.0)	\$ (2,442.0)
Net Change in Fund Balances	\$ (574.8)	\$ (906.0)	\$ 13.9	\$ (62.7)	\$ (560.9)	\$ (968.7)
Fund balances - beginning of year ⁽²⁾	\$ 2,218.5	\$ 2,237.2	\$ 475.0	\$ 511.6	\$ 2,693.5	\$ 2,748.8
Fund Balances - End of Year	\$ 1,643.7	\$ 1,331.3	\$ 488.9	\$ 448.9	\$ 2,132.6	\$ 1,780.2

Note: Totals may not add due to rounding.

⁽¹⁾ Special Revenue Fund includes Measure R fund which is presented separately on page 34 and 35.

⁽²⁾ Beginning FY15 Fund Balances reflect anticipated unspent FY14 budgeted expenditures.

Enterprise Fund Bus & Rail Operations

Resources and Expenses (\$ in millions)	FY14 Budget	FY15 Proposed				
		Total	Bus	Rail	Transit Court	Regional Activities
Transit Operations Resources						
Transit Fares and Other Revenues						
Fares	\$ 345.8	\$ 347.7	\$ 260.2	\$ 87.0	\$ -	\$ 0.5
Advertising	20.5	21.5	19.2	2.3	-	-
Other Revenues ⁽¹⁾	6.1	9.9	8.5	-	1.4	-
Total Fare & Other Revenues	\$ 372.4	\$ 379.1	\$ 287.9	\$ 89.3	\$ 1.4	\$ 0.5
Federal Grants						
Federal Preventive Maintenance	\$ 210.8	\$ 228.9	\$ 149.2	\$ 75.3	\$ -	\$ 4.4
Federal CMAQ	24.1	17.4	4.0	13.4	-	-
Fed Growing States, Homeland Security & Other	14.5	7.8	-	7.8	-	-
Total Federal Grants	\$ 249.4	\$ 254.1	\$ 153.2	\$ 96.5	\$ -	\$ 4.4
Local Subsidies						
Prop A - (40% Bus) & (35% Rail)	\$ 93.2	\$ 207.7	\$ 114.7	\$ 92.6	\$ -	\$ 0.4
Prop C - (40% Bus/Rail) & (5% Security)	27.7	57.7	52.5	-	-	5.2
Measure R - (20% Bus) & (5% Rail)	155.3	139.1	107.8	31.3	-	-
TDA Article 4	330.0	243.9	232.5	-	-	11.4
STA	121.1	89.8	33.2	56.6	-	-
Total Local Subsidies	\$ 727.2	\$ 738.2	\$ 540.7	\$ 180.5	\$ -	\$ 17.0
Total Transit Operations Resources	\$1,349.0	\$1,371.4	\$ 981.8	\$ 366.4	\$ 1.4	\$ 21.9
Transit Capital Resources						
Federal, State & Local Grants	\$ 652.7	\$ 751.9	\$ 190.1	\$ 561.8	\$ -	\$ -
Local and State Sales Tax ⁽²⁾	583.0	1,108.3	107.5	1,000.8	-	-
Bond Funding	376.1	250.3	-	250.3	-	-
Total Transit Capital Resources	\$1,611.8	\$2,110.6	\$ 297.6	\$1,812.9	\$ -	\$ -
Total Transit Operations & Capital Resources	\$2,960.8	\$3,482.0	\$1,279.4	\$2,179.4	\$ 1.4	\$ 21.9
Transit Operations Expenses						
Labor & Benefits	\$ 835.8	\$ 843.0	\$ 652.4	\$ 171.1	\$ 0.5	\$ 19.0
Fuel & Propulsion Power	57.9	66.3	29.3	37.0	-	-
Materials & Supplies	98.1	97.8	69.9	22.6	-	5.3
Contract and Professional Services	182.0	178.0	58.5	99.6	0.8	19.1
PL/PD and Other Insurance	46.6	51.2	47.1	4.1	-	-
Purchased Transportation	45.9	45.9	45.9	-	-	-
Allocated Overhead ⁽³⁾	54.2	57.0	36.1	17.3	0.1	3.5
Regional Chargeback	-	-	21.4	7.3	-	(28.7)
Other Expenses ⁽⁴⁾	28.5	32.2	21.2	7.3	-	3.7
Total Transit Operations Expenses	\$1,349.0	\$1,371.4	\$ 981.8	\$ 366.4	\$ 1.4	\$ 21.9
Transit Capital Expenses Operating	1,586.7	2,089.4	297.6	1,791.8	-	-
Transit Capital Expenses Planning	25.1	21.2	-	21.2	-	-
Total Capital Expenses ⁽⁵⁾	\$1,611.8	\$2,110.6	\$ 297.6	\$1,812.9	\$ -	\$ -
Total Transit Operations & Capital Expenses	\$2,960.8	\$3,482.0	\$1,279.4	\$2,179.4	\$ 1.4	\$ 21.9
Transit Operations & Capital (Deficit)/Surplus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: Totals may not add due to rounding.

⁽¹⁾ Other Revenues includes, toll, parking, vending revenues, county buy down, transit court and other miscellaneous revenues.

⁽²⁾ Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans, and State Proposition 1B cash funds.

⁽³⁾ Year-to-year changes in overhead distribution reflect changes in overhead allocation approved by Federal funding partners.

⁽⁴⁾ Other Expenses includes utilities and credits, taxes, advertisement/settlement, travel/mileage/meals, training/seminars/periodicals.

⁽⁵⁾ Capital expenses for operations and planning are combined for reporting purpose.

Enterprise Fund Other Operations

Resources and Expenses (\$ in millions)		FY14 Budget	FY15 Proposed		
			Total	Union Station	Express Lanes
1	<u>Other Transit Operations Resources</u>				
2	<u>Toll Fares and Other Revenues</u>				
3	Tolls & Violation Fines	\$ 12.4	\$ 33.5	\$ 2.8	\$ 30.7
4	Rental Building	0.9	-	-	-
5	Total Toll Fares & Other Revenues	\$ 13.3	\$ 33.5	\$ 2.8	\$ 30.7
6	<u>Federal Grants</u>				
7	Federal CMAQ	\$ 2.7	-	-	-
8	Total Federal Grants	\$ 2.7	\$ -	\$ -	\$ -
9	Total Other Transit Operations Resources	\$ 16.1	\$ 33.5	\$ 2.8	\$ 30.7
10	<u>Transit Other Operations Expenses</u>				
11	Labor & Benefits	\$ 0.8	\$ 1.3	\$ 0.4	\$ 0.9
12	Contract and Professional Services	13.5	19.8	1.1	18.7
13	PL/PD and Other Insurance	0.2	0.2	0.2	-
14	Allocated Overhead	0.1	0.6	0.2	0.4
15	Other Expenses	1.2	-	-	-
16	Total Other Transit Operations Expenses	\$ 15.9	\$ 21.9	\$ 1.9	\$ 20.0
17	Reserve	\$ -	0.5	-	0.5
18	Congestion Reduction Demonstration Subsidy ⁽²⁾	-	2.5	-	2.5
19	Union Station	-	(0.1)	(0.1)	-
20	Economic Development	0.2	-	-	-
21	Interactive Kiosk Pilot	-	0.3	0.3	-
22	Transit Other Operations (Deficit)/Surplus ⁽¹⁾	\$ -	\$ 5.5	\$ 0.7	\$ 4.8

Note: Totals may not add due to rounding.

⁽¹⁾ Toll revenues in excess of expenses will be reinvested within the Transit Corridor where ExpressLanes operates.

⁽²⁾ Subsidy provided to Other Operators.

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Service Statistics

Bus and Rail Operating Statistics

Statistic	Bus			Rail			Total		
	FY14 Budget	FY15 Proposed	% Inc	FY14 Budget	FY15 Proposed	% Inc	FY14 Budget	FY15 Proposed	% Inc
Service Provided (000)									
Revenue Service Hours (RSH)	7,049	7,062	0.2%	1,028	1,028	0.0%	8,077	8,090	0.2%
Revenue Service Miles (RSM)	78,667	78,950	0.4%	21,584	21,584	0.0%	100,251	100,534	0.3%
Service Consumed (000)									
Unlinked Boardings	367,753	368,856	0.3%	124,152	126,430	1.8%	491,905	495,286	0.7%
Passenger Miles	1,484,884	1,490,178	0.4%	771,986	804,532	4.2%	2,256,870	2,294,710	1.7%
Operating Revenue (000)									
Fare Revenue	\$ 258,163	\$ 258,937	0.3%	\$ 87,611	\$ 88,754	1.3%	\$ 345,773	\$ 347,691	0.7%
Advertising/Other	\$ 25,119	\$ 26,333	4.8%	\$ 2,191	\$ 2,298	4.9%	\$ 27,310	\$ 28,631	4.8%
Total	\$ 283,282	\$ 285,270	0.7%	\$ 89,802	\$ 91,052	1.4%	\$ 373,083	\$ 376,322	0.9%
Operating Cost Data (000)									
Transportation	\$ 374,007	\$ 361,669	-3.3%	\$ 53,101	\$ 56,247	5.9%	\$ 427,108	\$ 417,916	-2.2%
Maintenance	\$ 285,037	\$ 286,974	0.7%	\$159,209	\$164,298	3.2%	\$ 444,246	\$ 451,272	1.6%
Other & Support Cost	\$ 317,617	\$ 333,168	4.9%	\$139,907	\$145,747	4.2%	\$ 457,524	\$ 478,915	4.7%
Total	\$ 976,661	\$ 981,811	0.5%	\$352,217	\$366,292	4.0%	\$1,328,878	\$1,348,103	1.4%
Subsidy Data (000):	\$ 693,379	\$ 696,541	0.5%	\$262,415	\$275,240	4.9%	\$ 955,795	\$ 971,781	1.7%
Per Boarding Statistics									
Fare Revenue	\$ 0.70	\$ 0.70	0.0%	\$ 0.70	\$ 0.70	0.0%	\$ 0.70	\$ 0.70	0.0%
Operating Cost	\$ 0.77	\$ 0.77	0.0%	\$ 0.72	\$ 0.72	0.0%	\$ 0.76	\$ 0.76	0.0%
Subsidy	\$ 1.89	\$ 1.89	0.0%	\$ 2.11	\$ 2.18	3.0%	\$ 1.94	\$ 1.96	1.0%
Passenger Miles	4.04	4.04	0.0%	6.22	6.36	2.3%	4.59	4.63	1.0%
Fare Recovery %	26.4%	26.4%	0.0%	24.9%	24.2%	-2.6%	26.0%	25.8%	-0.9%
Per RSH Statistics									
Revenue	\$ 40.19	\$ 40.40	0.5%	\$ 87.37	\$ 88.59	1.4%	\$ 46.19	\$ 46.52	0.7%
Boardings	52.17	52.23	0.1%	120.79	123.01	1.8%	60.91	61.23	0.5%
Passenger Miles	210.66	211.02	0.2%	751.11	782.77	4.2%	279.44	283.66	1.5%
Transportation Cost	\$ 53.06	\$ 51.22	-3.5%	\$ 51.66	\$ 54.73	5.9%	\$ 52.88	\$ 51.66	-2.3%
Maintenance Cost	\$ 40.44	\$ 40.64	0.5%	\$ 154.90	\$ 159.85	3.2%	\$ 107.89	\$ 107.45	-0.4%
Other & Support Cost	\$ 45.06	\$ 47.18	4.7%	\$ 136.12	\$ 141.80	4.2%	\$ 56.65	\$ 59.20	4.5%
Total Cost	\$ 138.56	\$ 139.03	0.3%	\$ 342.69	\$ 356.38	4.0%	\$ 164.54	\$ 166.65	1.3%
Subsidy	\$ 98.37	\$ 98.64	0.3%	\$ 255.32	\$ 267.80	4.9%	\$ 118.34	\$ 120.13	1.5%
Per Passenger Mile Statistics									
Revenue	\$ 0.19	\$ 0.19	0.0%	\$ 0.12	\$ 0.11	-2.7%	\$ 0.17	\$ 0.16	-0.8%
Revenue Mile	0.05	0.05	0.0%	0.03	0.03	0.0%	0.04	0.04	0.0%
Transportation Cost	\$ 0.25	\$ 0.24	0.0%	\$ 0.07	\$ 0.07	1.6%	\$ 0.19	\$ 0.18	0.0%
Maintenance Cost	\$ 0.19	\$ 0.19	0.0%	\$ 0.21	\$ 0.20	0.0%	\$ 0.20	\$ 0.20	0.0%
Other & Support Cost	\$ 0.21	\$ 0.22	0.0%	\$ 0.18	\$ 0.18	0.0%	\$ 0.20	\$ 0.11	0.0%
Total Cost	\$ 0.66	\$ 0.66	0.0%	\$ 0.46	\$ 0.46	0.0%	\$ 0.59	\$ 0.59	0.0%
Subsidy	\$ 0.47	\$ 0.47	0.1%	\$ 0.34	\$ 0.34	0.6%	\$ 0.42	\$ 0.42	0.0%
FTE's per Hundred									
Operators per RSH	5.58	5.58	0.0%	3.56	3.56	0.0%	5.30	5.30	0.0%
Mechanics per RSM	0.11	0.11	0.0%	0.09	0.09	0.0%	0.10	0.10	0.0%
Service Attendants RSM	0.06	0.05	0.0%	0.05	0.05	0.0%	0.05	0.05	0.0%
MOW Inspectors per RM *	-	-	-	19.04	19.04	0.0%	19.04	19.04	0.0%
Transit Operations Supervisors per RSH	0.48	0.48	0.0%	1.22	1.22	0.0%	0.58	0.58	0.0%

* per route mile

Percentage calculations based on un-rounded amounts.

Service Level Details

Revenue Service Hours

Mode	FY14 Budget	FY15 Proposed	Inc/(Dec)
Bus			
Local & Rapid	6,327,663	6,327,663	-
Silver Line	71,362	84,380	13,018
Orange Line	130,516	130,516	-
Purchased Transp	519,176	519,176	-
Subtotal Bus	7,048,717	7,061,735	13,018
Rail			
Blue Line	294,483	294,483	-
Green Line	93,589	93,589	-
Gold Line	190,057	190,057	-
Expo Line	124,160	124,160	-
Heavy Rail	325,510	325,510	-
Subtotal Rail	1,027,799	1,027,799	-
Totals	8,076,516	8,089,534	13,018

Boardings (000s)

Mode	FY14 Budget	FY15 Proposed	Inc/(Dec)
Bus			
Local & Rapid	342,761	343,137	376
Silver Line	1,298	1,825	527
Orange Line	9,321	9,521	200
Purchased Transp	14,373	14,373	-
Subtotal Bus	367,753	368,856	1,103
Rail			
Blue Line	32,674	33,273	599
Green Line	15,272	15,552	280
Gold Line	15,074	15,350	276
Expo Line	11,842	12,059	217
Heavy Rail	49,290	50,196	906
Subtotal Rail	124,152	126,430	2,278
Totals	491,905	495,286	3,381

Revenue Service Miles

Mode	FY14 Budget	FY15 Proposed	Inc/(Dec)
Bus			
Local & Rapid	68,701,920	68,701,920	-
Silver Line	1,548,555	1,831,046	282,491
Orange Line	2,140,454	2,140,454	-
Purchased Transp	6,276,209	6,276,209	-
Subtotal Bus	78,667,138	78,949,629	282,491
Rail			
Blue Line	5,427,387	5,427,387	-
Green Line	2,730,794	2,730,794	-
Gold Line	3,750,486	3,750,486	-
Expo Line	2,288,299	2,288,299	-
Heavy Rail	7,386,642	7,386,642	-
Subtotal Rail	21,583,608	21,583,608	-
Totals	100,250,746	100,533,237	282,491

Passenger Miles (000s)

Mode	FY14 Budget	FY15 Proposed	Inc/(Dec)
Bus			
Local & Rapid	1,330,355	1,333,462	3,107
Silver Line	12,975	15,018	2,043
Orange Line	93,162	93,306	144
Purchased Transp	48,392	48,392	-
Subtotal Bus	1,484,884	1,490,178	5,294
Rail			
Blue Line	238,521	246,220	7,699
Green Line	100,946	104,198	3,252
Gold Line	108,984	112,055	3,071
Expo Line	86,448	91,079	4,631
Heavy Rail	237,087	250,980	13,893
Subtotal Rail	771,986	804,532	32,546
Totals	2,256,870	2,294,710	37,840

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Activity Based Cost Models

Activity Based Bus Cost Model

Activities	FY14 Budget		FY15 Proposed		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
Transportation						
Wages & Benefits	\$ 346,302	\$ 53.04	\$ 331,991	\$ 50.74	\$(14,311)	\$ (2.29)
Services	63	0.01	63	0.01	-	-
Materials & Supplies	378	0.06	378	0.06	-	-
Training	5,952	0.91	7,050	1.08	1,098	0.17
Control Center	7,377	1.13	7,753	1.18	376	0.06
Scheduling & Planning	4,182	0.64	4,287	0.66	106	0.01
Field Supervision	9,753	1.49	10,147	1.55	393	0.06
Total Transportation	\$ 374,007	\$ 57.28	\$ 361,669	\$ 55.28	\$(12,338)	\$ (2.00)
Maintenance						
Division Maintenance						
Wages & Benefits	\$ 128,937	\$ 19.75	\$ 129,381	\$ 19.78	\$ 444	\$ 0.03
Fuel	31,847	4.88	32,928	5.03	1,081	0.16
Materials & Supplies	42,234	6.47	44,978	6.87	2,744	0.41
Fueling Contractor Reimbursement	(699)	(0.11)	(875)	(0.13)	(177)	-
Services	135	0.02	216	0.03	81	0.01
Subtotal Division Maintenance	\$ 202,455	\$ 31.01	\$ 206,628	\$ 31.58	\$ 4,173	\$ 0.58
Central Maintenance						
Wages & Benefits	\$ 14,928	\$ 2.29	\$ 16,553	\$ 2.53	\$ 1,625	\$ 0.24
Materials & Supplies	5,176	0.79	5,176	0.79	-	-
Maintenance Services	197	0.03	197	0.03	-	-
Subtotal Central Maintenance	\$ 20,300	\$ 3.11	\$ 21,925	\$ 3.35	\$ 1,625	\$ 0.24
Other Maintenance						
Maintenance Support	\$ 16,423	\$ 2.52	\$ 14,793	\$ 2.26	\$ (1,629)	\$ (0.25)
Non-Revenue Vehicles	6,890	1.06	7,030	1.07	140	0.02
Facilities Maintenance	36,881	5.65	34,581	5.29	(2,300)	(0.36)
Training	2,087	0.32	2,017	0.31	(70)	(0.01)
Subtotal Other Maintenance	\$ 62,282	\$ 9.54	\$ 58,421	\$ 8.93	\$ (3,860)	\$ (0.61)
Total Maintenance	\$ 285,037	\$ 43.65	\$ 286,974	\$ 43.86	\$ 1,938	\$ 0.21

Note: Totals may not add due to rounding.
- RSH = Revenue Service Hour

Activity Based Bus Cost Model (continued)

Activities	FY14 Budget		FY15 Proposed		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
Other Operating						
Transit Security	\$ 30,388	\$ 4.65	\$ 30,668	\$ 4.69	\$ 279	\$ 0.03
Revenue	30,779	4.71	33,315	5.09	2,537	0.38
Service Development	12,741	1.95	13,179	2.01	438	0.06
Safety	3,353	0.51	3,284	0.50	(69)	(0.01)
Casualty & Liability	43,035	6.59	47,339	7.24	4,304	0.65
Workers' Comp	42,978	6.58	46,648	7.13	3,669	0.55
Transitional Duty Program	1,094	0.17	1,094	0.17	-	-
Utilities	15,628	2.39	15,091	2.31	(537)	(0.09)
Other Metro Operations	8,029	1.23	8,254	1.26	225	0.03
Building Costs	9,240	1.42	9,534	1.46	294	0.04
Copy Services	923	0.14	937	0.14	14	0.00
Total Other Operating	\$ 198,188	\$ 30.35	\$ 209,343	\$ 32.00	\$ 11,155	\$ 1.64
Support Departments						
Board Oversight	\$ 1,476	\$ 0.23	\$ 577	\$ 0.09	\$ (899)	\$ (0.14)
CEO	5,296	0.81	4,590	0.70	(706)	(0.11)
Management Audit Services	1,441	0.22	1,504	0.23	63	0.01
Procurement	20,309	3.11	20,803	3.18	494	0.07
Communications	9,943	1.52	10,600	1.62	657	0.10
Finance	7,797	1.19	8,723	1.33	927	0.14
Human Resources	2,930	0.45	3,188	0.49	258	0.04
Real Estate	2,325	0.36	2,508	0.38	183	0.03
ITS	16,214	2.48	19,256	2.94	3,042	0.46
Administration	1,821	0.28	1,820	0.28	(1)	(0.00)
Construction	888	0.14	1,307	0.20	419	0.06
Total Support Departments	\$ 70,440	\$ 10.79	\$ 74,875	\$ 11.44	\$ 4,435	\$ 0.66
Total Local & Rapid Bus Costs	\$ 927,671	\$142.07	\$ 932,861	\$142.58	\$ 5,190	\$ 0.51
Directly Operated RSH	6,530		6,543		13	
Purchased Transportation						
Contracted Service	\$ 45,940	\$ 88.49	\$ 45,940	\$ 88.49	\$ -	\$ -
Security	2,416	4.65	2,434	4.69	17	0.03
Administration	633	1.22	576	1.11	(57)	(0.11)
Total Purchased Transportation	\$ 48,990	\$ 94.36	\$ 48,950	\$ 94.28	\$ (40)	\$ (0.08)
Purchased Transportation RSH	519		519		-	
Grand Total Bus Costs	\$ 976,661	\$138.56	\$ 981,811	\$139.03	\$ 5,150	\$ 0.47
Total Bus RSH (in 000s)	7,049		7,062		13	

Activity Based Rail Cost Model

Activities	FY14 Budget		FY15 Proposed		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
Transportation						
Wages & Benefits	\$ 41,953	\$ 40.82	\$ 43,235	\$ 42.07	\$ 1,282	\$ 1.25
Materials & Supplies	130	0.13	130	0.13	-	-
Other	34	0.03	34	0.03	-	-
Control Center	9,133	8.89	11,081	10.78	1,948	1.90
Training	1,851	1.80	1,768	1.72	(83)	(0.08)
Total Transportation	\$ 53,101	\$ 51.66	\$ 56,247	\$ 54.73	\$ 3,147	\$ 3.06
Maintenance						
Vehicle Maintenance						
Wages & Benefits	\$ 43,572	\$ 42.39	\$ 42,992	\$ 41.83	\$ (579)	\$(0.56)
Materials & Supplies	13,512	13.15	12,929	12.58	(583)	(0.57)
Services	121	0.12	121	0.12	-	-
Other	9	0.01	9	0.01	-	-
Subtotal Vehicle Maintenance	\$ 57,214	\$ 55.67	\$ 56,052	\$ 54.54	\$(1,163)	\$(1.13)
Wayside Maintenance						
Wages & Benefits	\$ 27,282	\$ 26.54	\$ 25,882	\$ 25.18	\$(1,400)	\$(1.36)
Materials & Supplies	4,676	4.55	4,236	4.12	(441)	(0.43)
Services	2,682	2.61	1,227	1.19	(1,455)	(1.42)
Propulsion Power	29,527	28.73	36,177	35.20	6,650	6.47
Other	86	0.08	86	0.08	-	-
Subtotal Wayside Maintenance	\$ 64,253	\$ 62.52	\$ 67,608	\$ 65.78	\$ 3,355	\$ 3.26
Other Maintenance						
Maintenance Support	\$ 262	\$ 0.25	\$ 181	\$ 0.18	\$ (81)	\$(0.08)
Non-Revenue Vehicles	1,304	1.27	2,282	2.22	978	0.95
Facilities Maintenance	36,176	35.20	38,176	37.14	2,000	1.95
Subtotal Other Maintenance	\$ 37,742	\$ 36.72	\$ 40,639	\$ 39.54	\$ 2,897	\$ 2.82
Total Maintenance	\$ 159,209	\$ 154.90	\$ 164,298	\$ 159.85	\$ 5,089	\$ 4.95
Other Operating						
Transit Security	\$ 64,919	\$ 63.16	\$ 65,271	\$ 63.51	\$ 352	\$ 0.34
Revenue	20,119	19.57	20,467	19.91	348	0.34
Service Development	101	0.10	101	0.10	-	-
Safety	5,562	5.41	5,320	5.18	(243)	(0.24)
Casualty & Liability	3,886	3.78	4,205	4.09	319	0.31
Workers' Comp	7,029	6.84	7,767	7.56	738	0.72
Transitional Duty Program	60	0.06	60	0.06	-	-
Utilities	2,686	2.61	2,721	2.65	34	0.03
Other Metro Operations	2,402	2.34	2,903	2.82	502	0.49
Building Costs	4,289	4.17	4,496	4.37	207	0.20
Copy Services	429	0.42	442	0.43	13	0.01
Total Other Operating	\$ 111,482	\$ 108.47	\$ 113,753	\$ 110.68	\$ 2,272	\$ 2.21
Support Departments						
Board Oversight	\$ 22.48	\$ 0.02	\$ 55	\$ 0.05	\$ 33	\$ 0.03
CEO	2,553	2.48	2,419	2.35	(134)	(0.13)
Management Audit Services	669	0.65	709	0.69	40	0.04
Procurement	6,077	5.91	6,714	6.53	636	0.62
Communication	6,201	6.03	5,765	5.61	(436)	(0.42)
Real Estate	2,213	2.15	4,285	4.17	2,072	2.02
Finance	2,682	2.61	3,087	3.00	406	0.39
Human Resources	1,360	1.32	1,504	1.46	143	0.14
ITS	5,127	4.99	5,918	5.76	791	0.77
Administration	828	0.81	858	0.84	30	0.03
Construction	693	0.67	679	0.66	(15)	(0.01)
Total Support Departments	\$ 28,425	\$ 27.66	\$ 31,992	\$ 31.13	\$ 3,567	\$ 3.47
Grand Total Rail Costs	\$ 352,217	\$ 342.69	\$ 366,292	\$ 356.38	\$14,074	\$13.69
Total Rail Revenue Service Hours (in 000s)	1,028		1,028		-	

Note: Totals may not add due to rounding.

Appendix I

Legally Separate Entities

Public Transportation Services Corporation

Public Transportation Services Corporation (PTSC) is a nonprofit public benefit corporation. PTSC was created in December 1996 in order to transfer certain functions performed by the LACMTA and the employees related to those functions to this new corporation. The PTSC conducts essential public transportation activities including: planning, programming funds for transportation projects within Los Angeles County, construction, providing certain business services to the County's Service Authority for Freeway Emergencies (SAFE) and the Southern California Regional Rail Authority (SCRRA), and providing security services to the operation of the Metro Bus and Rail systems. PTSC allows the employees of the corporation to participate in the California Public Employees Retirement System (PERS).

Statement of Revenues, Expenses and Changes in Retained Earnings For the Years Ending June 30, 2014 and 2015

PTSC (\$ in millions)	FY14 Budget	FY15 Proposed
1 Revenue	\$ 273.3	\$ 287.5
2 Expenses	273.3	287.5
3 Increase(decrease) in retained earnings	-	-
4 Retained earnings - beginning of year	-	-
5 Retained earnings - end of year	\$ -	\$ -

Note: Totals may not add due to rounding.

Exposition Metro Line Construction Authority

The Exposition Metro Line Construction Authority (Expo) was created by the State Legislature under Public Utilities Code Section 132600, et seq. for the purpose of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Exposition Metro Light Rail project from the Metro Rail Station at 7th Street and Flower Street in the City of Los Angeles to downtown Santa Monica.

Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2014 and 2015

Exposition Metro Line Construction Authority (\$ in millions)	FY14 Budget	FY15 Proposed
1 Revenue	\$ 397.2	\$ 503.1
2 Expenditures	397.2	503.1
3 Net change in fund balance	-	-
4 Fund balance - beginning of year	-	-
5 Fund balance - end of year	\$ -	\$ -

Note: Totals may not add due to rounding.

Notes:

- Expo budget will be changed based on Expo Board's adoption of FY15 budget.
- FY15 Budget is composed of Phase I \$54 million and Phase II \$449.1 million.
- Funding for all Expo projects LOP is provided by Metro. Additional funding outside the LOP is provided by municipalities for improvements within their city limits.

Service Authority for Freeway Emergencies (SAFE)

The Los Angeles County Service Authority for Freeway Emergencies (SAFE) was established in Los Angeles County in 1988. SAFE is a separate legal authority created under state law and is responsible for providing motorist aid services in Los Angeles County. SAFE currently operates, manages and/or funds:

- The Los Angeles County Kenneth Hahn Call Box System
- 511 – Mobile Call Box program
- The Metro Freeway Service Patrol
- The Motorist Aid and Traveler Information System (MATIS)

SAFE receives its funding from a dedicated \$1 surcharge assessed on each vehicle registered within Los Angeles County.

Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2014 and 2015

Service Authority for Freeway Emergencies (\$ in millions)	FY14 Budget	FY15 Proposed
1 Revenues	\$ 8.8	\$ 9.5
2 Expenditures	11.7	11.4
3 Excess (deficiency) of revenue over expenditures	(2.9)	(1.9)
4 Other financing and sources (uses) - transfer out	(1.5)	(5.0)
5 Fund balances - beginning of year	32.5	28.1
6 Fund balances - end of year	\$ 28.1	\$ 21.1

Note: Totals may not add due to rounding.

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Appendix II

Capital Program Project Listing

Capital Program Project Listing

	Project Description (\$ in thousands)	Forecasted Expenditures thru FY14	FY15 Proposed	Life of Project	Note
1	Measure R Transit Program				
2	Crenshaw/LAX				
3	Crenshaw/LAX Light Rail Transit: Construction	\$ 287,976	\$ 277,717	\$ 2,058,000	
4	Crenshaw/LAX Light Rail Transit: Planning Phase I	5,526	-	-	
5	Crenshaw/LAX Light Rail Transit: Planning Phase II	20,054	-	-	
6	Southwestern Maintenance Yard	106,626	27,931	-	2
7	Total Crenshaw/LAX	\$ 420,183	\$ 305,647	\$ 2,058,000	
8	EXPO I				
9	Expo Blvd Light Rail Transit Phase I: Metro Incurred	\$ 103,945	\$ 9,315	\$ -	
10	Expo Blvd Light Rail Transit Phase I: Expo Authority Incurred	826,942	44,700	930,625	
11	Total EXPO I	\$ 930,887	\$ 54,015	\$ 930,625	
12	EXPO II				
13	Division 22 Paint And Body Shop	\$ 492	\$ 385	\$ -	
14	Expo Blvd Light Rail Transit Phase II: Holdback	52,472	83,954	-	
15	Expo Blvd Light Rail Transit Phase II: Non-Holdback	143,811	30,241	-	
16	Expo Blvd Light Rail Transit Phase II: Construction	636,671	325,800	1,511,158	
17	Expo Blvd Light Rail Transit Phase II: Planning	392	-	-	
18	Expo Phase II Bikeway	7,355	8,747	16,102	
19	Total EXPO II	\$ 841,194	\$ 449,127	\$ 1,527,260	
20	Gold Line Foothill Extension				
21	Gold Line Foothill Extension to Azusa: Construction	\$ 391,610	\$ 194,468	\$ 741,000	
22	Gold Line Foothill Extension to Azusa: Planning	508	57	-	1
23	Gold Line Foothill Maintenance Facility - Metro 75%	138,010	69,428	207,437	
24	Total Gold Line Foothill Extension	\$ 530,127	\$ 263,953	\$ 948,437	
25	Measure R Vehicles				
26	Light Rail Vehicle Procurement for Measure R & Fleet Replacement	\$ 100,394	\$ 12,075	\$ 739,000	4
27	Total Measure R Vehicles	\$ 100,394	\$ 12,075	\$ 739,000	
28	Orange Line Extension				
29	Metro Orange Line Extension	\$ 137,065	\$ 1,674	\$ 215,600	
30	Total Orange Line Extension	\$ 137,065	\$ 1,674	\$ 215,600	
31	Purple Line Extension				
32	Heavy Rail Vehicle Procurement	\$ 2,276	\$ 2,010	\$ 10,910	
33	Non-Revenue Vehicle for Transit Project Delivery Department	852	-	950	
34	Westside Subway Extension: Section I	222,376	350,292	650,267	
35	Westside Subway Extension: Section II	28,403	21,948	49,279	
36	Westside Subway Extension: Planning Phase I	8,505	-	-	
37	Westside Subway Extension: Planning Phase II	36,770	341	-	
38	Total Purple Line Extension	\$ 299,181	\$ 374,592	\$ 711,406	
39	Regional Connector				
40	Regional Connector: Construction	\$ 157,862	\$ 227,862	\$ 412,695	
41	Regional Connector: Planning	26,673	299	-	
42	Total Regional Connector	\$ 184,534	\$ 228,161	\$ 412,695	
43	Total Measure R Transit Construction	\$ 3,443,564	\$ 1,689,243	\$ 7,543,023	
44	Measure R Transit Planning				
45	Airport Metro Connector	\$ 8,207	\$ 2,882	\$ 11,089	3
46	Eastside Extension Phase II	22,040	2,349	24,390	3
47	Eastside Light Rail Access	9,586	4,682	14,268	3
48	Green Line Extension: Redondo to South Bay	7,242	1,755	8,998	3
49	San Fernando Valley East North/South Rapidways	8,627	2,287	10,914	3
50	Sepulveda Pass Transit Corridor	6,794	4,288	11,082	3
51	West Santa Ana Branch Corridor	2,959	2,194	5,153	3
52	Total Measure R Transit Planning Project	\$ 65,456	\$ 20,437	\$ 85,893	
53	Total Measure R Transit Program	\$ 3,509,020	\$ 1,709,681	\$ 7,628,916	

Note: Totals may not add due to rounding.

Note 1: Planning Phase I & II are annually funded and do not require a Life of Project (LOP).

Note 2: Southwestern Yard is partially funded through the Crenshaw/LAX Light Rail Transit Construction LOP.

Note 3: No Board Adopted LOP during planning phase; project is funded on an annual basis.

Note 4: LOP includes \$242.5M for Expo I & II, \$57.7M for Gold Line Foothill Extension and \$82.1M for Crenshaw.

Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY14	FY15 Proposed	Life of Project	Note
54 Safety & Security				
55 Blue Line				
56 Metro Blue Line Overhead Catenary System Rehabilitation	\$ 1,709	\$ 1,246	\$ 13,000	
57 Metro Blue Line Pedestrian & Swing Gate Installations	1,684	1,168	7,700	
58 Metro Blue Line Signal System Rehabilitation	898	4,674	64,000	1
59 Metro Blue Line Traction Power Sub-Stations Rehabilitation	74,764	298	82,200	
60 Total Blue Line	\$ 79,055	\$ 7,385	\$ 166,900	
61 Green Line				
62 Metro Green Line Signal System Rehabilitation	\$ 1,908	\$ 1,503	\$ 3,600	
63 Metro Green Line Signal System Rehabilitation - Phase II	1,009	1,338	7,800	
64 Total Green Line	\$ 2,917	\$ 2,842	\$ 11,400	
65 Red/Purple Line				
66 Metro Red Line Operator Cab Camera Installation	\$ 2,179	\$ 1,348	\$ 6,380	
67 Metro Red Line to Orange Line Underpass at North Hollywood Station	5,710	7,999	22,000	
68 Metro Red Line Universal City Pedestrian Bridge	5,600	15,778	27,300	
69 Total Red/Purple Line	\$ 13,490	\$ 25,125	\$ 55,680	
70 Bus				
71 Bus Division Backup Generators	\$ 627	\$ -	\$ 3,700	
72 Total Bus	\$ 627	\$ -	\$ 3,700	
73 Systemwide				
74 Automated License Plate Recognition Network Phase I	\$ 1,852	\$ -	\$ 2,069	
75 Automated License Plate Recognition Network Phase II	837	-	1,602	
76 Emergency Operations Booth at Divisions	100	215	452	
77 Fiber Optic Connection EOB/RTACR	50	-	450	
78 Metro Blue and Green Line Transit Passenger Info System	3,305	2,682	5,987	
79 Metro Emergency Operations Center	12,868	1,458	16,103	
80 Metro Emergency Radio System Phase I	426	-	621	
81 Metro Intelligent Video	1,020	223	734	
82 Metro Mobile Command Vehicle	641	-	1,250	
83 Metro Security Kiosks at Rail Stations	1,277	3,873	5,150	
84 Seismic Monitoring System Replacement	109	12	275	
85 Simulcast Security Radio System Upgrade	673	50	1,318	
86 UFS Security - Purchase Card Industry (PCI) Compliance	910	3,324	19,500	
87 Union Station Smart Hi Definition CCTV	699	1,148	1,849	
88 Video Security System Enhancement	1,864	382	1,500	1
89 Total Systemwide	\$ 26,630	\$ 13,366	\$ 58,860	
90 Total Safety & Security	\$ 122,720	\$ 48,718	\$ 296,540	
91 Rail Deferred Maintenance				
92 Blue Line				
93 Division 11 Body Shop Ventilation	\$ 538	\$ 643	\$ 2,200	
94 Division 11 Water Mitigation	1,303	-	2,000	
95 Light Rail Vehicle (P2000) Midlife Overhaul	796	872	130,800	
96 Light Rail Vehicle (P865/P2020) Midlife Overhaul	9,131	5,932	30,000	
97 Light Rail Vehicle Fleet Enhancement	113,483	-	152,919	
98 Long Beach Duct Bank Upgrade	424	-	980	
99 Metro Blue Line Communication & Signal Building Rehabilitation	839	435	1,800	
100 Metro Blue Line Rail Replacement & Booting	2,092	1,496	13,000	
101 Metro Blue Line Station Refurbishments	35	9,291	33,430	
102 Metro Blue Line Turnout Replacement	516	298	2,350	
103 Metro Blue Line Wheel True Machine	-	67	2,200	New
104 Metro Blue Line Yard Signal System Rehabilitation	50	648	4,600	
105 P2000 Vehicle Component Replacement	5,352	2,925	26,360	
106 P2000 Vehicle Signaling Package Upgrade	1,721	1,643	3,364	
107 Total Blue Line	\$ 136,278	\$ 24,248	\$ 406,003	
108 Gold Line				
109 Division 21 Car Wash Improvement	\$ 295	\$ 136	\$ 670	
110 Pasadena Gold Line Headway Improvements	451	190	1,400	
111 Pasadena Gold Line SONET Upgrade	928	2,054	9,227	
112 Total Gold Line	\$ 1,674	\$ 2,379	\$ 11,297	
113 Green Line				
114 Metro Green Line Central Automatic Train Control System Rehab	\$ 162	\$ -	\$ 750	
115 Metro Green Line Material Storage Building & Offices Upgrade	875	317	1,192	
116 Total Green Line	\$ 1,037	\$ 317	\$ 1,942	

Note: Totals may not add due to rounding.

Note 1: LOP adjustment in process.

Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY14	FY15 Proposed	Life of Project	Note
117 Red/Purple Line				
118 Bicycle Lockers & Racks for Metro Rail Stations	\$ 832	\$ 393	\$ 1,350	
119 Division 20 Carwash & Cleaning Platform	9,918	2,405	15,400	
120 Fire Control Panel Upgrade	307	476	3,600	
121 Heavy Rail SCADA System Replacement	1,391	3,991	15,883	
122 Heavy Rail Vehicle Midlife Overhaul	908	913	172,000	
123 Metro Rail Station Entrance Gating	16,110	1,000	21,000	
124 Metro Red Line Civic Center Station Escalator/Elevator Modernization	7,078	2,567	12,000	
125 Metro Red Line Damper Replacement	1,265	-	2,700	
126 Metro Red Line Entrance Canopies	3,612	-	7,224	
127 Metro Red Line Entrance Canopies (ARRA Funded)	6,497	-	6,700	
128 Metro Red Line Escalator Replacement/Modernization	910	2,158	12,500	
129 Metro Red Line Horizontal Carousel	105	-	397	
130 Metro Red Line Seg II & III Audio Frequency Track Circuit Replacement	41	323	975	
131 Metro Red Line Segment I Audio Frequency Track Circuit Replacement	1,867	-	2,279	
132 Metro Red Line Segment II & III Remote Terminal Units Rehabilitation	547	-	1,000	
134 Metro Red Line Train-to-Wayside Communication Rehabilitation	14	550	1,800	
135 Metro Red Line Tunnel Lighting Rehabilitation	1,698	1,449	9,000	
136 Metro Red Line Yard Genalogic System Rehabilitation	1,663	-	2,000	
137 Roof Replacement at Location 61	2,334	45	3,059	
138 Subway Railcar Component Replacement	13,941	5,443	30,000	
139 Wayside Energy Storage Substation (WESS)	3,631	334	5,166	
140 Total Red/Purple Line	\$ 74,669	\$ 22,046	\$ 326,033	
141 Systemwide				
142 Automatic Wheel Profile Measuring Device	\$ -	\$ 1,100	\$ 4,000	New
143 Metro Green and Red Line Rail Station Refurbishments	2,824	1,353	4,500	
144 System Project	-	6,332	6,332	
145 Total Systemwide	\$ 2,824	\$ 8,785	\$ 14,832	
146 Total Rail Deferred Maintenance	\$ 216,483	\$ 57,776	\$ 760,107	
147 Bus Deferred Maintenance				
148 Articulated Bus Replacement	\$ -	\$ 177	\$ 177	New
149 ATMS Upgrade	9,360	-	12,107	
150 Bulk Storage Containers	7	108	185	
151 Bus Acquisition 100 CNG	59,508	-	60,000	
152 Bus Acquisition 150 45-Foot Compo	85,768	-	86,830	
153 Bus Acquisition 30 Zero Emission/Super Low Emission	6,235	4,415	30,000	
154 Bus Acquisition 550 40-Foot	108,592	151,936	304,943	
155 Bus Facility Maintenance Improvements & Enhancements Phase I	15,557	1,083	21,231	
156 Bus Facility Maintenance Improvements & Enhancements Phase II	3,757	2,094	20,896	
157 Bus Midlife Program thru FY14	63,705	13,482	101,488	
158 Bus Stop Information System Project	913	95	1,150	
159 Central Maintenance Shop Engine Replacement Program thru FY14	20,680	6,876	32,112	
160 Central Maintenance Shop Equipment Replacement	949	762	2,928	
161 Division 2 Maintenance Building Renovation & Facility Upgrade	1,819	2,720	33,375	
162 Division 3 Master Plan Phases II-IV	12,542	658	13,200	
163 Electrify Compression of Natural Gas at CNG Fueling Stations	27,115	-	28,000	
164 Facility Equipment & Upgrades	993	507	2,254	
165 Non-Revenue Equipment Replacement Bus (Scrubbers, Trailers)	1,491	-	2,839	
166 Non-Revenue Light Duty Vehicle Replacement Bus	719	445	1,705	
167 Non-Revenue Vehicles Procurement for Bus thru FY15	27	3,527	4,030	
168 Patsouras Bus Plaza Paver Retrofit	500	2,278	9,093	
169 Revenue Collection Equipment Midlife Refurbishment	425	372	1,521	
170 Terminals 47 And 48 Corrosion	100	756	965	
171 Under Ground Storage Tank Replacements thru FY14	5,817	500	7,500	
172 Warehouse Improvement - Division 9	854	-	890	
173 Warehouse Infrastructure - 490 Bauchet	464	-	1,153	
174 Warehouse Replacement - Division 3	997	-	1,604	
175 Total Bus Deferred Maintenance	\$ 428,897	\$ 192,789	\$ 782,176	

Note: Totals may not add due to rounding.

Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY14	FY15 Proposed	Life of Project	Note
176 Deferred Maintenance Infrastructure				
177 Agencywide Reporting Analysis System	\$ 2,429	\$ -	\$ 3,075	
178 ASRS Manager Computer System Upgrade	589	711	1,423	
179 BIAS System Replacement	1,962	955	3,800	
180 Board Room Audio/Video System Upgrade	1,269	-	1,332	
181 Call Center Telephone Replacement	500	709	1,500	
182 Customer Center Relocation Improvements	54	68	761	
183 Digital Incident Management System	522	-	2,064	
184 Enterprise Communication Network Switch	2,144	32	2,843	
185 Financial and Budget Systems Integration	-	748	4,200	New
186 FIS R12 Upgrade	6,988	1,604	12,900	
187 Gateway Building Emergency Generator	1,501	100	1,895	
188 Gateway Building Renovations	9,971	2,306	42,842	
189 GIRO HASTUS Upgrade & Enhancement	548	1,855	4,010	
190 HASTUS Infrastructure Upgrade	-	662	1,687	New
191 Inventory Optimization System	870	410	1,583	
192 Quality Assurance Test Lab	-	500	938	New
193 Total Deferred Maintenance Infrastructure	\$ 29,346	\$ 10,660	\$ 86,854	
194 Deferred Maintenance Systemwide				
195 Cathodic Protection Systems	\$ 863	\$ -	\$ 920	
196 Digital Rail Radio System	10,913	2,499	25,000	
197 Hazardous Material Storage Containers	826	-	1,200	
198 Installation of Signage & Posters	654	26	897	
199 Non-Revenue Vehicle & Equipment Replacement	9,428	8,511	29,095	
200 Passenger Intercom Replacement	153	7	3,596	
201 Regional Rail Signage System Improvements	1,515	711	2,231	
202 System Projects	-	5,033	5,033	
203 Systemwide Corrosion Protection System Replacement	535	1,955	13,000	
204 Systemwide Elevator Installations (Vertical Systems)	1,594	2,458	8,000	
205 Vertical Lift Module Systems	707	820	2,288	
206 Warehouse Awning at Wayside Systems	554	58	677	
207 Warehouse Pallet Racking for Rail	-	120	120	
208 Wayside Workers Protection Enhancement	4,039	-	4,573	
209 Total Deferred Maintenance Systemwide	\$ 31,782	\$ 22,198	\$ 96,629	
210 Grand Total Deferred Maintenance	\$ 706,509	\$ 283,423	\$ 1,725,766	

Note: Totals may not add due to rounding.

Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY14	FY15 Proposed	Life of Project	Note
211 Rail Capital Improvements & Closeouts				
212 Blue Line				
213 Long Beach Duct Bank Upgrade Phase II	\$ 253	\$ 619	\$ 8,000	
214 Total Blue Line	\$ 253	\$ 619	\$ 8,000	
215 Gold Line				
216 Division 21 Midway Yard Improvements	\$ 140	\$ 152	\$ 1,024	
217 Gold Line Closeout	8,728	-	9,079	
218 Gold Line Eastside Extension	887,147	2,400	898,814	
219 Gold Line Eastside Extension Enhancements	54,336	-	55,903	
220 Pasadena Gold Line Vehicle Loop Detector Replacement	305	65	750	
221 Pasadena Gold Line Yard Train Loop Detector Replacement	25	224	600	
222 Warehouse High Density Storage Equipment at Monrovia	81	708	1,874	
223 Total Gold Line	\$ 950,761	\$ 3,549	\$ 968,044	
224 Green Line				
225 Wayside Intrusion Detection System Replacement	\$ 3	\$ 164	\$ 9,700	
226 Metro Green Line UPS for Train Control & Communication Building	265	273	1,200	
227 Total Green Line	\$ 268	\$ 438	\$ 10,900	
228 Red/Purple Line				
229 Lankershim Depot Restoration at MRL North Hollywood	\$ 2,092	\$ 105	\$ 3,600	
230 Metro Red Line Gas Analyzer Upgrade	673	408	4,000	
231 Metro Red Line Segment I Power Supply Replacement	169	71	300	
232 Metro Red Line Segment II Closeout	22,092	775	22,867	
233 Metro Red Line Segment III North Hollywood Closeout	3,245	175	3,639	
234 Total Red/Purple Line	\$ 28,271	\$ 1,533	\$ 34,406	
235 Systemwide				
236 FY14-FY15 Rail Facility Sub-Metering Project - Div 11, 22, and 60	\$ -	\$ 88	\$ 240	
237 FY14-FY15 Rail Facility Sub-Metering Project - Div 20 & 21	-	148	421	
238 Total Systemwide	\$ -	\$ 236	\$ 661	
239 Total Rail Capital Improvements & Closeouts	\$ 979,554	\$ 6,375	\$ 1,022,011	
240 Bus Capital Improvements				
241 Artesia Transit Center Improvements	\$ 1,230	\$ 10	\$ 1,240	
242 ASRS Unit Upgrade for Mini-Load	233	738	1,659	
243 BRT Freeway Station Sound Enclosure	289	564	5,838	
244 Bus Facilities Lighting Retrofit	468	450	4,250	
245 Division 1 Improvements	807	991	20,866	
246 Division 10 Bus Wash Air Dryer Station	80	-	86	
247 Division 13 Construction	65,059	24,272	104,200	
248 Division 13 Stormwater Reclamation System	550	-	950	
249 Divisions 9 & 18 Recycled Water Systems	160	-	205	
250 DVR Equipment Refurbishment	305	603	3,102	
251 Fuel Storage Tank System Enhancements (FY15 - FY17)	-	2,714	6,500	New
252 FY14-FY15 Bus Facility Sub-Metering Project - Div 1, 2, 4, 9, and 18	-	152	465	
253 FY14-FY15 Bus Facility Sub-Metering Project - Div 3, 6, 8, and 15	-	31	373	
254 Harbor Transit Way, El Monte Bus Svc Stop / Station Amenities	1,031	-	1,031	
255 Hawthorne/Lennox Bus Layover	433	304	1,164	
256 Metro Art Enhancement	535	80	615	
257 Metro Orange Line Passenger Amenities	601	-	615	
258 Metro Orange Line Reclaimed Water Project	328	72	400	
259 Metro Silver Line Improvements & Upgrades	4,035	1,634	7,845	
260 Non-Revenue Equipment Expansion Bus System	548	-	684	
261 Non-Revenue Light Duty Bus Expansion	114	-	149	
262 Slauson Bus Stop Amenity Improvements	927	-	990	
263 Solar Power Enhanced Bus Stop Lighting	115	-	750	
264 Total Bus Capital Improvements	\$ 77,849	\$ 32,614	\$ 163,976	
265 ExpressLane Tollways & Facility				
266 El Monte Busway & Transit Center Expansion	\$ 58,363	\$ 156	\$ 60,106	
267 ExpressLanes On I-10 & I-110 (CRDP)	107,591	-	116,037	
268 Harbor Transitway Improvements	3,790	60	3,850	
269 Patsaouras Plaza Bus Station Construction	7,347	9,348	30,984	
270 Total ExpressLane Tollways & Facility	\$ 177,091	\$ 9,564	\$ 210,977	

Note: Totals may not add due to rounding.

Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY14	FY15 Proposed	Life of Project	Note
271 Capital Improvements Support Infrastructure				
272 Annual Software Application Platform Upgrades	\$ 853	\$ -	\$ 865	
273 Annual Workstation & Network Refresh Program	1,000	-	1,000	
274 Application Platform Systems Upgrade (FY15 - FY16)	-	500	1,500	New
275 Contract Information Management System - Phase II	6,053	1,288	7,561	
276 Contract Information Management System - Phase III	540	712	2,330	
277 Customer Center Security & Info Enhancements	258	-	342	
278 Electronic Security & Access Enhancement	240	-	523	
279 Installation of Stand Alone Validators & Vending Machines	1,000	-	1,400	
280 Internet-Based Customer Help Desk	-	338	1,142	New
281 Mobile Phone Validators	-	-	500	
282 Sylmar Child Center Rehabilitation	288	699	987	
283 TAP Mobile Application for Contactless Transactions	-	400	625	New
284 TAP Mobile Application for Handheld Validators	-	400	500	
285 Ticket Vending Machine Installations	1,003	1,683	6,736	
286 Universal Fare System Data Warehousing	306	300	6,042	
287 Universal Fare System Disaster Recovery	207	270	2,043	
288 Union Station Main Terminal HVAC Upgrade	270	1,250	5,376	
289 Union Station Renovations & Upgrades	7,883	2,462	17,311	
290 Union Station Reroofing	200	2,000	7,080	
291 Web Infrastructure Upgrade	1,505	543	3,096	
292 Workstation and Network Technology Refresh (FY15 - FY16)	-	942	2,600	New
293 Total Capital Improvements Support Infrastructure	\$ 21,607	\$ 13,786	\$ 69,559	
294 Capital Improvements Systemwide				
295 Bicycle Access Improvements - Rail	\$ 21	\$ 549	\$ 2,243	
296 Car Cleaning Platform Canopy	24	108	505	
297 Countywide Signal Priority Module	-	215	1,000	New
298 Fiber Optic Main Loop Upgrade	27	826	4,250	
299 LRT Freeway Stations Sound Enclosures	474	1,268	8,609	
300 MOW Tools & Equipment Procurement thru FY16	103	581	2,000	
301 Non-Revenue Maintenance Shop Improvements	721	650	3,227	
302 Public Plug-In Charge Station	203	283	55	1
303 Rail Facilities Lighting Retrofit	435	424	1,557	
304 Regional Service Center & Clearinghouse	17,094	600	20,072	
305 SCADA System Security Enhancement	238	251	1,365	
306 Universal Fare Collection System	94,460	685	97,607	
307 Total Capital Improvements Systemwide	\$ 113,799	\$ 6,441	\$ 142,490	
308 Grand Total Capital Improvements	\$ 2,199,128	\$ 400,921	\$ 3,631,319	

Note: Totals may not add due to rounding.

Note 1: LOP adjustment in process.

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Appendix III
Regional Transit Allocations

Regional Transit Allocations

FY15 REVENUE ESTIMATES AVAILABLE FOR ALLOCATION						
	A	B	C	D=A+B+C	N O T E	
STATE AND LOCAL	FY15 Estimated Revenue	Carry-Over FY13 Budget vs Actual	Interest FY13 Actual	FY15 Total Funds Available		FY14 Total Funds Available
<u>Transportation Development Act (TDA):</u>						
Planning & Administration:						
1	Planning - Metro	\$ 2,000,000	\$ -	\$ -		\$ 2,000,000
2	Planning - SCAG	2,753,250	218,654	-		2,838,997
3	Administration - Metro	3,746,750	(218,654)	-		3,661,003
4	Subtotal	\$ 8,500,000	\$ -	\$ -		\$ 8,500,000
5	Article 3 Pedestrian & Bikeways 2.0%	\$ 7,172,000	\$ 583,078	\$ -		\$ 7,400,658
6	Article 4 Bus Transit 91.7%	328,690,094	26,722,251	1,958,128		341,437,490
7	Article 8 Streets & Highways 6.3%	22,737,906	1,848,574	-		23,462,835
8	Total	\$ 367,100,000	\$ 29,153,903	\$1,958,128	1	\$ 380,800,983
<u>Proposition A:</u>						
9	Administration 5.0%	\$ 36,710,000	\$ 2,893,392	\$ -		\$ 37,599,618
10	Local Return 25.0%	174,372,500	n/a	-	3	168,245,000
11	Rail Development 35.0%	244,121,500	19,241,056	-		250,037,459
12	Bus Transit: 40.0%			-		
13	95% of 40% Capped at CPI (2.3%)	226,108,329	n/a	-	2	221,024,760
14	95% of 40% Over CPI	38,937,871	-	-	4	34,707,640
15	Sub-total	\$ 265,046,200	\$ -	\$ -		\$ 255,732,400
16	5% of 40% Incentive	13,949,800	1,099,489	-		14,287,855
17	Total	\$ 734,200,000	\$ 23,233,937	\$ -	1	\$ 725,902,331
<u>Proposition C:</u>						
18	Administration 1.5%	\$ 11,013,000	\$ 870,415	\$ -		\$ 11,281,135
19	Rail/Bus Security 5.0%	36,159,350	2,857,861	-		37,039,726
20	Commuter Rail 10.0%	72,318,700	5,715,723	-		74,079,453
21	Local Return 20.0%	144,637,400	n/a	-	3	139,554,800
22	Freeways and Highways 25.0%	180,796,750	14,289,307	-		195,086,057
23	Discretionary 40.0%	289,274,800	22,862,892	-		296,317,810
24	Total	\$ 734,200,000	\$ 46,596,198	\$ -	1	\$ 743,471,556
<u>State Transit Assistance:</u>						
25	Bus (PUC 99314 Rev Base Share)	\$ 51,270,767	\$ (6,534,313)	\$ 115,998	5	\$ 64,145,077
26	Rail (PUC 99313 Population Share)	48,928,358	(600,294)	78,347		51,464,498
27	Total	\$ 100,199,125	\$ (7,134,607)	\$ 194,345		\$ 93,258,863
<u>Measure R:</u>						
28	Administration 1.5%	\$ 11,013,000	\$ 833,375	\$ 9,951		\$ 11,659,084
29	Transit Capital - New Rail 35.0%	253,115,450	19,153,745	287,574		260,991,997
30	Transit Capital - Metrolink 3.0%	21,695,610	1,641,750	670,816		22,760,091
31	Transit Capital - Metro Rail 2.0%	14,463,740	1,094,500	38,028		15,596,268
32	Highway Capital 20.0%	144,637,400	10,944,997	138,519		149,292,032
33	Operations New Rail 5.0%	36,159,350	2,736,249	75,506		37,402,164
34	Operations Bus 20.0%	144,637,400	10,944,997	30,503		147,479,831
35	Local Return 15.0%	108,478,050	n/a	-	3	104,664,614
36	Total	\$ 734,200,000	\$ 47,349,613	\$1,250,899	1	\$ 749,227,908
37	Total Funds Available for Allocation	\$2,669,899,125	\$139,199,044	\$3,403,372		\$2,812,501,541
38	Total Planning & Admin Allocations:					
39	(Lines 4, 9, 18 and 28)	\$ 67,236,000	\$ 4,597,182	\$ 9,951		\$ 69,039,837

Note: Totals may not add due to rounding.

- 1) Sales Tax and TDA Revenue estimate is 3.6% over FY14 budget based on review of several economic forecasts.
- 2) Consumer Price Index (CPI) of 2.3% represents a composite index from several economic forecasting sources applied to Proposition A Discretionary allocators.
- 3) Local Return subfunds do not show carryover balances. These funds are distributed in the same period received.
- 4) Proposition A 95% of 40% Bus Transit current year estimate will be used to fund eligible and Tier 2 operators. The carry-over is not shown since it has been converted into Proposition C 40% Discretionary to fund various Board-approved discretionary programs.
- 5) STA Bus (PUC 99314 Revenue Base Share) estimate from the State Controller's Office is further reduced by \$4.5 million to reflect estimated shortfall in FY14.

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